

Atlantic and Pacific Ocean Marine.

The New Zealand Shipping Co.'s s.s. *Matatua*, which was damaged by fire and explosion at St. John, N.B., recently, has been refloated and temporary repairs have been undertaken locally.

The British s.s. *Ennisbrook*, from Quebec outward bound, was caught in the ice near Glace Bay, N.S., May 16, and driven ashore. She was floated May 19 and proceeded to Sydney, N.S., in tow of the *Douglas H. Thomas*.

The British s.s. *Hendon Hall*, which sailed from Louisburg, N.S., Apr. 11, for Rotterdam, has been sunk. She was owned by the West Hartlepool Steam Navigation Co., and has been on the Canadian route for some time.

The Oceanic Steam Navigation Co. (White Star Line) reports a very successful year during 1915, with a surplus of \$9,841,425. This is in addition to the certain profits in excess of a certain percentage, payable to the British Government. The dividend of 65%, which dropped to 35% in 1914, has been resumed.

The Canadian Ex. Co. has been given judgment for \$10,800 due, and \$7,200 in lieu of notice, against the *Hamburg-American Steamship Co.*, for rent of offices in the Canadian Express Building, Montreal. The company ceased to do business in Canada on the outbreak of war, and closed its offices.

The White Star s.s. *Cymric*, while en route from New York to a British port, was torpedoed off the Irish coast, May 8. An attempt was made to run her into an Irish port before she sank, but this was not successful. Five lives were lost in the explosion of the torpedo, but all the other members of the crew were saved.

The C.P.R. s.s. *Empress of Asia* arrived at Vancouver, May 6, from Hong Kong, on her first trip since being released from Admiralty service, in which she has been constantly engaged since the commencement of war. She was actually released about the beginning of the winter, and has since been thoroughly overhauled and refitted.

The Dollar Steamship Co. is reported to have purchased the British s.s. *Strathardle* from Burrell & Sons, Glasgow, Scotland, for operation on the Pacific Ocean between Vancouver, B.C., and the Orient. The company's s.s. *Robert Dollar* is reported to have been sold to Japanese parties for \$1,000,000 and delivered to the new owners at Vladivostok.

A press dispatch from Copenhagen, Denmark, states that owing to the exceptional shortage of shipping, any vessels, so long as they float, are being pressed into service between Scandinavian ports. Two sailing vessels, it is said, which were built, one in 1776 and the other in 1786, have been overhauled and rigged and placed in service.

The s.s. *Bayern* opened the St. Lawrence navigation season, when she arrived at Montreal, May 1. She was formerly German owned, but was captured by the Italians in the early stages of the war, and is now being operated under the Italian flag as a freighter. The *Allan Line* s.s. *Sicilian* was the first passenger vessel to arrive in the St. Lawrence, landing passengers at Quebec, May 2.

The *Battle Line* s.s. *Eretria* was sunk, presumably by a torpedo, near France, May 12. She was owned by the Steamship *Eretria Co., Ltd.*, Rothesay, N.B., controlled by Wm. Thomson & Co., and was one of a number of vessels controlled by this firm, all with Grecian names. She

was built at Glasgow, Scotland, in 1901, and was screw driven by engine of 303 n.h.p. Her dimensions were, length 341 ft., breadth 47½ ft., depth 23.5 ft.; tonnage, 3,464 gross, 2,255 register. She was operated from Canadian ports to Great Britain, and has latterly been engaged in war transport service.

Maritime Provinces and Newfoundland.

The s.s. *Cissy*, under charter to the Dominion Coal Co., ran aground near St. Esprit, N.S., when en route to Sydney, May 1.

The Nova Scotia Steel & Coal Co. is establishing a shipbuilding plant at New Glasgow, the first vessel to be built at which will be for the company's own service.

The exports passing through St. John, N.B., for the fiscal year ended Mar. 31, were \$120,048,580, against \$43,872,932 for the previous year. The increase is largely due to the shipment of war supplies.

Liverpool, Eng., cablegram, May 23:—A provisional agreement for the amalgamation of the Cunard and the Commonwealth and Dominion Steamship Lines is officially announced. This extended the Cunard influence to Australia and New Zealand.

The Dominion Government has granted a subsidy to the St. John River Steamship Co., for a service to be given by the s.s. *Elaine*, between Gaspé Basin, Dalhousie and Campbellton. The report that the Government purchased, or chartered the vessel, is incorrect.

An order in council has been issued restoring the compulsory payment of pilotage dues in the pilotage district of Parrsboro, N.S. The original order in council providing for such compulsory payment was made in 1881, and cancelled in 1900.

The old shipping agency business of S. Cunard & Co., Halifax, N.S., has been transferred to the Robert Reford Co., Montreal, who will continue to act as agents for the Cunard Line, as well as the Donaldson, Thomson, Cairn and Crown Lines. S. Cunard & Co. were the first agents for the Cunard Line, which originated in Halifax.

The s.s. *Hampstead*, owned in St. John, N.B., will probably be placed on the Fredericton-Gagetown route this year, under a new ownership. It is reported that J. Williams, formerly chief engineer on the s.s. *Victoria*, destroyed by fire recently, will be the purchaser, and that the Dominion Government has promised a subsidy of \$800 for service over the route named.

Some attempts were made recently to save the s.s. *Desola*, formerly owned by the Reid-Donald Steamship Co., Montreal, which was practically destroyed by sulphuric acid and fire, and sunk, at St. John's, Nfld., some time ago. On account of the condition of the hull, which was found to be so corroded by the acid that it would not be able to stand any pressure, the attempts were abandoned.

The exports through St. John, N.B., by the C.P.R. for the winter season closed recently, were 916,103 tons, against 486,668 for the previous winter season. The total for April was 199,229 tons, against 66,084 tons in Apr., 1915. The imports by the C.P.R. for the same periods were: winter season 1915-16, 61,232 tons; for 1914-15, 59,107 tons; Apr., 1916, 14,410 tons; Apr., 1915, 8,816 tons. These fig-

ures do not include exports of grain and lumber.

The Shepody Navigation Co., which, as announced in our last issue, was offering its s.s. *Wilfrid C.* for sale, is requesting that the City of Moncton, N.B., pay the full subsidy for 1915, instead of only \$250 as suggested. It is claimed that the company performed the full service in the expectation of receiving the subsidy. F. W. Sumner, President, urged that the service be continued, as communication between the city and down river points was necessary.

The wooden vessel which is under construction at Meteghan, N.S., for A. B. Mackay, Hamilton, Ont., will be of the four masted schooner type and about 500 net tons, built to register 12 years in the American Bureau of Shipping. Her dimensions will be, length of keel 150 ft., beam 36 ft., depth of hold 13 ft.; tonnage, about 500 tons. She will be completed by about November. Construction is being carried on under the supervision of Capt. G. L. Wetmore, Yarmouth, N.S.

The Minister of Trade and Commerce announced in the House of Commons recently that he had been able to secure the s.s. *Elaine* for service between Campbellton and Gaspé ports, and that she would make fortnightly trips from Campbellton to Gaspé and from Campbellton to Paspébiac, one service through to Gaspé, and one service through to Paspébiac each week. The s.s. *Elaine*, which is registered as being owned by the St. John River Steamship Co., was built in 1888, and is screw driven by engine of 31 n.h.p. Her dimensions are, length 112.7 ft., breadth 23.8 ft., depth 7.8 ft.; tonnage, 272 gross, 156 register.

The C.P.R. has purchased the Charlottetown Steam Navigation Co.'s s.s. *Empress*, for its Bay of Fundy service. She was built at Newcastle upon Tyne, England, in 1906, and was operated by the company between Prince Edward Island and the mainland, from that time until the retirement of the company from business, as announced in our last issue. She is equipped with engine of 365 n.h.p. driving a screw, and her dimensions are, length 235 ft., breadth 34.2 ft., depth 20 ft.; tonnage, 1,342 gross, 612 register. She is said to have a speed of about 16½ knots, which is considerably faster than the s.s. *Yarmouth*, at present in the St. John-Digby service.

Province of Quebec Marine.

The Lachine Canal was refilled May 3, after having been empty for five days for repairs to water mains crossing under it.

A pontoon, 200 ft. long by 42 ft. deep, is to be placed at the Napoleon wharf, Quebec, this summer, for the safe mooring of steamships.

The name of the steamship *William A. Haskell*, no. 138,108, and *William J. Averell*, no. 138,108, of Montreal, have been changed to *Joyland* and *Oatland* respectively.

The Quebec & Levis Ferry Co.'s annual meeting was held at Quebec, May 16. Following are the directors for the current year:—C. H. Shaw, President; J. S. Thom, Vice President; A. Gourdeau, G. E. Allen Jones and L. C. Webster.

Steamer *Colin W. Ltd.* and steamer *Marion W. Ltd.*, have been incorporated under the Quebec Companies Act, each with \$10,000 capital and office at Quebec, to carry on a general shipping business. The incorporators are L. C. Webster, H. Aird, Montreal, and W. Q. Stobo, H. C. Thorn and C. St. J. Griffiths, Quebec.