

### Atlantic and Pacific Ocean Marine.

The Allan Line s. s. Alsatian is being utilized as the flag ship of Rear Admiral Dudley de Chair.

The Allan Line s.s. Livonian, formerly Ludgate Hill, built in 1881, is reported to have been sold.

The Allan Line has chartered the steamships Ocean Monarch, Scottish Monarch and Verdun for its transatlantic freight service.

The C.P.R. has placed, through the Montreal office of Marsh & McLennan, Inc., insurance on its Atlantic and Pacific steamships, amounting to about \$25,000,000.

The C.P.R. s.s. Montrose, under charter to the British Admiralty as a transport, was reported to have been driven ashore at Dover, Eng., during a storm at the end of December.

The Ulster Steamship Co., operating the Head Line between ports in Ireland and Canadian and U.S. ports, is reported to have a vessel under construction in Belfast, to be ready for service this year.

Since the outbreak of war, and the taking over of all the C. P. R. transpacific vessels by the Admiralty, Canadian mails for the Orient have been carried across the Pacific by Japanese steamships.

The Great Northern Steamship Co.'s s.s. Minnesota, which has not been in service since Sept., 1914, is announced to re-enter the Pacific service, Feb. 6, when she will sail for Hong Kong.

The C.P.R. s.s. Tyrolia, formerly Lake Erie, has been sold to the British Government. She was built in 1900, and is 7,535 tons gross, 4,846 tons register, and was acquired by the C.P.R. from the Beaver Line.

The s.s. Navarra, under charter to the British Government, with a cargo of war supplies, bound from St. John, N.B., to France, ran ashore on Holmes Ledges, Tusket Island, Bay of Fundy, Dec. 30, and was reported to be a total loss. The cargo has been saved.

The s. s. Camino, which left San Francisco, Dec. 5, for Rotterdam, with relief supplies for the Belgians, was reported, Jan. 18, to be broken down and in a helpless condition, about 180 miles southeast of Sable Island. Dominion and U. S. vessels were sent to her assistance, and she was taken in tow and arrived at Halifax, Jan. 26.

The U. S. Government presented the captain of the Red Star Line s. s. Kroonland, recently, with a gold watch and chain, and various members of the crew with gold, silver and bronze medals, according to service, in commemoration of their rescue of 89 persons from the s. s. Volturno when she was burned at sea, Oct. 10, 1913.

It is announced that there is every probability of the inauguration of a steamship service between Vancouver and Bristol, Eng., via the Panama Canal. The City of Bristol sent a deputation to Vancouver recently to investigate the possibilities of such a service, and it is stated that some arrangement is being made with a well established company to supply it.

The Donaldson Line s. s. Tritonia, which was reported recently to have struck a mine off the Irish coast, and which report was afterwards denied, is now stated to have been abandoned after striking a mine about 38 miles west of Inistrahull, Ireland, when bound from the Manchester Ship Canal to St. John's Nfld. She was insured for £25,000, and was built in 1893.

The Union Steamship Co. of New Zealand's new steamship, for service between

Australasia and Canada, is expected to be ready for launching at Glasgow, Scotland, shortly, and will probably make her maiden voyage in May. She is larger than any other vessels of the company's fleet, and, it is stated, will be given a Canadian name, as was the last of the company's vessels, namely, Niagara.

The steamship companies are booking Russian and Finnish passengers through to Petrograd and Helsingfors and Abo, via Gothenburg, Karuni and Tornea, which service was suspended on the outbreak of war. Passengers must have in their possession the necessary passports to enable them to travel through England and Scandinavia, and they must have sufficient money to pay for their maintenance while awaiting connections at various points.

The Hamburg American Line s.s. Dacia was reported recently to have been sold to E. N. Breitung, Marquette, Mich. It is said that she will be used in shipping freight to German ports under the U.S. flag. In view of the regulations under which Great Britain and the Allies are working, which, in the main, do not recognize the transfer of the ownership of the enemies' vessels in a neutral port, it is possible that the vessel will be captured by the British should she carry on such operations. The whole question of shipping by neutral countries is at present under

serious consideration by the British Government, and no doubt will be satisfactorily dealt with.

The British Admiralty, which, on the outbreak of war, requisitioned the whole of the C.P.R. Pacific fleet, has released the s.s. Monteagle. She was expected to arrive at Vancouver from Hong Kong during January, when she would be given a thorough overhaul and replaced in the transpacific service. No indication is given as to where she has been operating during her service under the Admiralty. The Empress of Asia and Empress of Russia are on scout duty and holding German shipping in harbor, the Empress of Japan and Monteagle have been acting as transports for troops, and the Empress of India has been purchased for use as a hospital ship for India by the Maharajah Scindia of Gwalior.

### Maritime Provinces and Newfoundland.

The s. s. Seal left North Sydney, Jan. 19, with the winter mail for Magdalen Islands.

The s.s. Bear River, which operates between Digby, N.S., and St. John, N.B., broke her main shaft while in the Bear River, Jan. 2. Repairs were made and the service resumed a week later.

It is reported that the C.P.R. s.s. St.

### Sault Ste. Marie Canals Traffic.

The following commerce passed through the Sault Ste. Marie Canals during 1914.

ARTICLES		CANADIAN CANAL	U. S. CANAL	TOTAL
Copper.....	Eastbound	Short tons 2,887	88,877	91,764
Grain.....	"	Bushels 32,298,503	36,044,479	68,338,072
Building stone.....	"	Short tons		
Flour.....	"	Barrels 2,208,392	7,511,031	9,719,423
Iron ore.....	"	Short tons 20,898,142	10,516,927	31,415,069
Pig iron.....	"	" 4,200	14,179	18,379
Lumber.....	"	M. ft. b.m. 21,129	431,019	452,148
Silver ore.....	"	Short tons		
Wheat.....	"	Bushels 98,093,481	52,190,614	150,284,095
General merchandise.....	"	Short tons 72,701	173,483	246,184
Passengers.....	"	Number 13,177	15,613	28,790
Coal, hard.....	Westbound	Short tons 334,087	1,964,418	2,240,505
Coal, soft.....	"	" 2,006,457	10,240,259	12,246,716
Flour.....	"	Barrels 150	512	662
Grain.....	"	Bushels		
Manufactured iron.....	"	Short tons 58,786	182,518	221,304
Iron ore.....	"	" 3,996		3,696
Salt.....	"	Barrels 100,316	676,892	777,208
General merchandise.....	"	Short tons 377,473	693,647	1,071,120
Passengers.....	"	Number 16,832	14,179	31,011
Summary.				
Vessel passages.....	Number	6,078	12,639	18,717
Registered tonnage.....	Net	17,295,958	24,690,381	41,986,339
Freight—Eastbound.....	Short tons	24,803,622	14,667,041	39,470,663
—Westbound.....	"	2,794,845	13,104,426	15,899,271
Total freight.....	"	27,598,467	27,771,467	55,369,934

### COMPARATIVE STATEMENT FOR THE SEASONS 1913 AND 1914.

Items		Season 1913	Season 1914
Vessels : Steamers.....	Number	19,789	14,994
Sailing.....	"	1,992	1,882
Unregistered.....	"	2,014	2,041
Total.....	"	23,795	18,917
Lockages.....	"		
Tonnage : Registered.....	Net	16,867	13,502
Freight.....	Short	57,989,715	41,986,389
Passengers.....	Numbers	79,718,344	56,369,934
Coal : Hard.....	Short tons	77,194	69,801
Soft.....	"	2,445,74	2,240,505
Flour.....	Barrels	15,878,364	12,246,716
Wheat.....	Bushels	10,212,667	9,715,085
Grain.....	"	204,821,507	150,284,095
Manufactured and pig iron.....	Short tons	112,230,360	68,338,072
Salt.....	Barrels	402,912	777,208
Copper.....	Short tons	730,431	91,764
Iron ore.....	"	85,378	31,415,765
Lumber.....	m. ft. bm.	48,109,353	452,148
Building stone.....	Short tons	599,586	
General Merchandise.....	"	6,181	
		1,770,860	1,817,304

The Canadian canal was opened April 20 and closed Dec. 14, 1914; season, 239 days.  
The U.S. canal was opened April 20 and closed Dec. 14, 1914; season, 242 days.