

Atlantic and Pacific Ocean Marine.

The Ulster Steamship Co.'s s.s. Innishowen Head is reported as sunk by the enemy, while bound from Belfast, Ireland, to St. John, N.B. She had been on the Canadian route for a number of years and was built at Belfast in 1886.

Lord Furness, who is visiting the American continent, is reported to have stated that Furness, Withy & Co. had lost 31 steamships during the war, but that it was building two vessels to replace each one lost, so that at the end of the war its facilities would be more than doubled.

Shipping companies have announced a general increase in Atlantic passenger rates, both eastbound and westbound. First class rates have been increased by \$10, second class \$5, and third class \$2.50. Passenger rates on U. S. lines have also been increased \$15, \$5 and \$3.75 for each class respectively.

The creation of an Atlantic ocean port at Galway, Ireland, to deal with North American trade, was the subject of a resolution at a recent meeting of the Dublin City Council. This matter has been before the public for several years, in connection with a proposed all red route round the world.

Reports from Japan state that the British Government has purchased 17 steamships under construction at Kobe, Japan, for service between China and Japan and Puget Sound ports. The price mentioned is \$33,000,000. Of these vessels, one is stated to be 12,000 tons, two others 10,300 tons each, and the balance 9,000 tons each.

A body washed ashore near Ilfracombe, Devonshire, Eng., has been identified, by papers carried in the clothing, as E. S. Gage, third officer of the s.s. Rappahannock, owned by Furness, Withy & Co., which sailed from Halifax in Oct., 1916, for London, Eng., and is presumed to have been torpedoed by the enemy, without warning.

The C.P.R. s.s. Empress of Asia was cleared recently from the dry dock at Hong Kong, China, where she has had her annual overhauling and painting. She was to be followed in the dock by the s.s. Empress of Russia, and then by the s.s. Empress of Japan. Each of the vessels spends about 28 days in the annual overhaul.

The British Admiralty Court awarded the owners of the Danish s.s. Norma \$11,250 recently for salvage services to the s.s. Rosedale, owned by the Canada Steamship Lines, Ltd. The claim was contested, as it was claimed that the Rosedale broke away while being towed, but the Elder Brethren of Trinity House decided that the Norma rendered important service.

The White Star s.s. Laurentic was reported sunk by an enemy torpedo or by striking a mine towards the end of January, near the coast of Ireland. She was built at Belfast, Ireland, in 1908, and with her sister vessel, Megantic, was placed on the Canadian service. On the outbreak of war, she was requisitioned by the British Government, and was used as a transport, taking some of the first contingent of the Canadian Expeditionary Force to England. She was later engaged in war service in the Far East, and returned recently to British waters.

It is reported that J. S. Dennis, M.Can.Soc.C.E., Assistant to President, C.P.R., has announced that the C.P.R., as agent for the Russian Government, is arranging for a steamship service between Russia and Canada after the war, the

Canadian port to be St. John, N.B. Prior to the war, the Russian Volunteer Fleet was operating a line of steamships between Siberian ports and Vancouver, the C.P.R. acting as agent. If this is continued after the war, a round the world service between Canada and Russia on the Atlantic, and between Russia and Canada on the Pacific, would be operated.

The former Great Northern Pacific Steamship Co.'s s.s. Minnesota is reported sold to the International Mercantile Marine Co., for \$2,750,000. While on her way to Great Britain, from Seattle, Wash., about a year ago, her boilers were disabled, while off the Mexican coast, and she was towed back to San Francisco, where repairs costing about \$160,000 were made, and where she has been berthed ever since. She was built at New London, Conn., in 1904, and is 20,718 tons gross, 13,324 tons register, with dead weight capacity of 17,000 tons. Her dimensions are: length 622 ft., breadth 73.5 ft., depth 41.5 ft.

Maritime Provinces and Newfoundland.

The s.s. Sagona, operating between North Sydney, N.S., and Port aux Basques, Nfld., ran ashore during bad weather, near Louisburg, N.S., Feb. 21.

The harbor revenue for St. John, N.B., for January was \$20,776.99, compared with \$15,909.59 for Jan. 1916. The sailings in January numbered 48 against 33 for Jan. 1916.

The Home Steamship Co., Ltd., Halifax, N.S., has, at its own request, had its certificate of registration revoked. It was incorporated under the Nova Scotia Companies Act, Oct. 1, 1912, and operated the s.s. Eskasoni.

The winter service between Pictou, N.S., and Georgetown, P.E.I., is being performed tri-weekly by the car ferry steamship Prince Edward Island, leaving Pictou Tuesday Thursday and Saturday at 7 a.m., and returning from Georgetown Monday, Wednesday and Friday at the same hour. Commencing Jan. 30, an ice-boat mail service was operated between Cape Tormentine, N.B., and Point Borden, P.E.I., leaving the former place Monday, Wednesday and Friday at 3.40 p.m., and the latter place Tuesday, Thursday and Saturday at 4.10 p.m.

The Minister of Public Works announced, Feb. 9, that the contract with the Norton Griffiths Construction Co., for harbor improvements and other works at Courtenay Bay, St. John, N.B., had been cancelled, and that a new contract was being prepared, for which tenders would be invited immediately, and the work carried on as expeditiously as possible. He stated that every effort had been made to secure a completion of the contract by the original successful tenderers, but the necessities of the case would not permit of further delay.

The Newfoundland sealing fleet, which commences operations about the middle of March, will be the smallest on record. The vessels of the modern type which have been engaged in the service for the past few years, are now employed elsewhere, so for this season the sealers revert to the older, wooden type of vessel. Owners have announced that they will engage no unmarried men between 20 and 30, who have not offered their services to the naval or military authorities, or can establish that they remain at home to permit other members of their families to go to the front.

Province of Quebec Marine.

The name of the s.s. O. S. Paul, no. 126851, owned by the Tourville Lumber Mills Co., Montreal has been changed to Tourville.

The Dominion Government s.s. Montcalm sailed from Quebec recently, with supplies, etc., for north shore points, Seven Islands, and possibly Ellis Bay, Anticosti Island. Owing to the exceptionally heavy ice in the Gulf this year, it is not anticipated that Ellis Bay will be reached, even if the attempt be made.

The British Yukon Navigation Co., operating as the River Division of the White Pass and Yukon Route, is building two vessels to replace the steamboats Gleaner and Scotia, which, owing to the increase of the tourist business into Atlin, are now unable to handle it. The vessel for the Taku Arm will be driven by a stern wheel propeller, and will be 165 ft. long, 35 ft. beam, and will have capacity for berthing 70 passengers. She will sail from Caribou, on the Rail Division of the White Pass and Yukon Route, and run to Taku, where passengers and freight will be transported over the Portage, a small tram line about two miles long, and thence taken by the Lake Atlin boat to points on Lake Atlin. The second vessel, for Lake Atlin, is designed for sightseeing, and will be 87 ft. long, 18 ft. beam, and will have no berthing accommodation. These vessels are being built at Victoria, and will be removed in sections by steamship to Caribou, whence they will be hauled over the ice to Atlin. Press reports state that the cost of them will be about \$200,000, but we are officially advised that this is very much exaggerated. We are also advised that press reports that the company is building two additional steamships to operate between White Horse and Atlin is very wide of the mark, as there is no water transportation between the points named.

Georgian Bay Canal Commission.—The Minister of Public Works stated in the House of Commons recently that the Georgian Bay Canal Commission is composed of W. Sanford Evans, F. S. Meighen and E. Gohier. Its cost to Dec. 31, 1916, was \$46,164.06. It cannot conclude its labors until conditions are such that full public hearings can with propriety be held, and the public mind is free to give this important subject the necessary attention. The special preliminary investigation now being carried on will be continued only as long as in the Government's judgment the results justify the expenditure. It is expected that a second interim report will be submitted before the close of the present parliamentary session, containing further studies of the movement of agricultural products, while certain detailed investigations of traffic between Canada and Europe are already well advanced.

Notice has been issued that cables addressed to soldiers in France are being improperly sent to the War Office, London, Eng., thereby causing some annoyance and delay. All cables intended for soldiers of the Canadian Expeditionary Force, in France, should be addressed to France, and in addition to the regimental number, name, unit, etc., should bear the words, Canadian, France. There may, however, still be some little delay, as the cables, in the final stages of delivery, are not necessarily sent by wire. This does not apply to cables sent at the special non-minimum week end letter rate, such messages being sent from the War Office, London, Eng., by mail.