

Atlantic and Pacific Ocean Marine.

The Nippon Yusen Kaisha is reported to be building 6 passenger steamships of about 20,000 tons, with speed of 20 knots, for its trans-Pacific service.

The Canadian Pacific Ocean Services s.s. Monteagle, which was reported, in Montreal, to have been burned at Hong Kong, China, sailed from there, Apr. 8, for Vancouver.

The s.s. Turbinia, which was built for the Toronto-Hamilton service and performed it for a number of years, is now carrying troops between France and England.

An order in council has been passed rescinding previous regulations respecting the identification and safeguarding of vessels carrying high explosives while navigating the River St. Lawrence ship channel.

Canadian Pacific Ocean Services will, it is announced, recommence its sailings between Montreal and Antwerp, Belgium, this summer, although it is not expected that the traffic will be of any considerable dimensions for some little time. The service will be fortnightly, should the traffic warrant it. W. D. Grossett, agent at Antwerp, before the war, has resumed his duties there.

The first trans-Atlantic steamship of the St. Lawrence navigation season, the s.s. Queen Elizabeth, arrived at Quebec, April 19, light, and loaded grain at the Harbor Commissioners' elevator, afterwards proceeding to Montreal for general cargo. The first vessel of the 1918 season arrived May 6. The first vessel to arrive by the St. Lawrence route was the British s.s. War Redcap, from New York to Montreal, for cargo.

A steamship service between Canada and South American ports is announced to commence about May 5, under the local management of McLean, Kennedy and Co., Montreal. The first vessel to be operated will be the s.s. Clan Keith of the Houston Line, Liverpool, Eng., and a monthly service will be given, to Buenos Aires and Montevideo, with Montreal and St. John, N.B. as the Canadian summer and winter ports respectively.

Maritime Provinces and Newfoundland.

It is stated that the establishment of a harbor commission for St. John, N.B., will be taken up by the Minister of Marine, now that he has returned to Ottawa, from Atlantic, where he has been recuperating after his serious illness.

The Eastern Steamship Corporation resumed sailings between Boston, Mass. and St. John, N.B., Apr. 14, calling at Lubec and Eastport. The s.s. Calvin Austin sailing from Boston on a bi-weekly schedule. This is the first sailing of this line since Nov. 27, 1917.

The Dominion Steel Corporation's s.s. Cape Breton was wrecked and five men were killed and three injured, by the explosion of the combustion chamber of the port boiler, off Cape Spear, while en route from St. John's, Nfld., to Louisburg, N.S., Apr. 5. The vessel was towed into St. John's by the Reid Newfoundland Co.'s s.s. Argyle.

The s.s. Northumberland started running on the Point du Chene-Summerside route, between the mainland and Prince

Edward Island, Apr. 23, while the car ferry s.s. Prince Edward Island, which runs between Cape Tormentine, N.B., and Port Borden, P.E.I., is undergoing a general overhaul. It is expected that the s.s. Prince Edward Island will return to her service about the end of May.

The Newfoundland Government received tenders Apr. 25, for the service steamships, steel or composite construction, suitable for ice conditions, for use in the postal or other service. These vessels must be about 1,000 tons, 200 ft. long, 31 ft. beam, 16 ft. draft when loaded, and with accommodation for 60 cabin and 90 steerage passengers, to class X 100 A 1 at Lloyd's, and with a speed of at least 12 knots. The service to be supplied in 19 fortnightly trips to the north, and 26 fortnightly trips to the south and west, commencing about May 1, each year, for 10 years.

The owners of the s.s. Premier sued the Crystal Stream Steamship Co., St. John, N.B., recently, for damages sustained by their vessel in a collision with that company's s.s. D. J. Purdy, in the St. John River, Oct. 5, 1918. The judgment delivered by Chief Justice, Sir Douglas Hazen, formerly Minister of Marine, held that both parties were to blame for the collision, but that the Crystal Stream Steamship Co. must pay to the owners of the Premier, one-half of the amount by which the damages to the Premier exceed those sustained by the D. J. Purdy. No claim was made for damages to the latter vessel.

Province of Quebec Marine.

The Quebec Ship Laborers' Society is stated to have made an agreement with the shipping companies at Quebec, for a new scale of wages for this season, providing for a 9-hour day at 57½c an hour, and time and a half for overtime. The original demands were for an 8-hour day and 60c an hour, with time and a half for overtime.

Ontario and the Great Lakes.

Canada Steamship Lines freight steamship service between Montreal, Toronto and Hamilton, was resumed Apr. 22, and the Quebec-Montreal service, Apr. 24.

The Imperial Oil Co.'s s.s. Iocoma opened navigation at Fort William, Apr. 14, the master, Capt. G. Cross, being presented with a silk hat by the Board of Trade. This date is stated to be the earliest on which a vessel from the east has entered the harbor.

A Hamilton press dispatch states that the first section of the harbor improvements to be undertaken by the Dominion Government there, this year, at an approximate cost of \$200,000, will include the first section of the bascule bridge over the Burlington Canal.

Navigation out of Midland, was opened Apr. 5, with the sailing of the Great Lakes Transportation Co.'s s.s. Glenorchy, for Toledo, Ohio, with Capt. F. Burke as master. This is stated to be the earliest date for the opening since 1887, when passengers were carried to a regatta at Penetanguishene, on Christmas Day.

It is reported that another attempt will be made to raise the s.s. Keystorm, which was sunk in the St. Lawrence below Alexandria, several years ago. Several previous attempts have been unsuccessful. The work is being undertaken

by Capt. W. Leslie, Kingston. The Keystorm was owned formerly by the Keystone Transportation Co., Montreal.

The Northern Navigation Co. has announced that it will commence its service, May 1, with the sailing of the s.s. Huronic from Sarnia, the s.s. Hamonic following a few days later. These two vessels will handle the traffic until July 1, when the s.s. Noronic will be placed in

The United States Lake Survey reports the levels of the Great Lakes in feet above mean sea level, for March, as follows: Superior 601.89; Michigan and Huron 580.74; St. Clair 575.39; Erie 572.47; Ontario 246.01. Compared with the average March levels for the past ten years, Superior was 0.31 ft. above; Michigan and Huron 0.81 ft. above; Erie 0.79 ft. above, and Ontario 0.37 ft. above.

Manitoba, Saskatchewan and Alberta.

Capt. Lane, an Arctic explorer, is reported to be in charge of the building of several boats on the Clearwater River at McMurray, Alta., for operation in the neighborhood, in the interests of J. H. Bryan, and also to be building a steamboat for Arctic operation on the Mackenzie River. He has taken in a 20-ton steam boiler for installation in the latter vessel. It is stated that he will build two, or more, auxiliary schooners, equipped with gas engines.

British Columbia and Pacific Coast.

The whaling season in the Pacific opened during the first week of April, with the departure of the Consolidated Whaling Corporation's fleet for the hunting grounds, from Victoria and other points.

The Dominion Public Works tender Gunhild, is being offered for sale by public tender to May 1. She was built at Quartermaster Harbor, U.S., in 1906, and was purchased, prior to the war, for use of quarantine officials at William Head station, off Victoria. Her dimensions are, length, 61 ft.; breadth, 12.7 ft.; depth, 5.1 ft.; tonnage, 27 gross, 18 net. She is driven by a triple expansion engine with cylinders 6, 9 and 15 ins. diam., by 18 ins; stroke, supplied with steam by a Robert tube boiler, at 185 lbs.

The Grand Trunk Pacific Coast Steamship Co. puts its summer schedule in effect between Vancouver, Charlotte Islands, Prince Rupert and Stewart, Apr. 18, the steamships Prince Albert and Prince John, making the trip weekly, leaving Vancouver on Fridays and Prince Rupert on Wednesdays. The steamships Prince Rupert and Prince George commenced their summer service, Apr. 23, between Victoria, Vancouver, Seattle, Anyox, etc., leaving Vancouver on Saturdays and Tuesdays and Prince Rupert, Wednesdays and Saturdays, respectively.

The C.P.R. s.s. Princess May, of the British Columbia Coast Service, is reported to have been sold to shipping interests at Ecuador, for the South American coasting trade. She was built by Hawthorn, Leslie & Co., Newcastle-upon-Tyne, Eng., in 1888, and has borne the names of Ningchow and Hating, and for a time plied in the Chinese coasting trade. She was remodelled for the Alaska service and renamed Princess May. She was in this service for several years, but has been replaced by more up-to-date vessels. She ran on the Sentinel