

## Atlantic and Pacific Ocean.

The Cunard Steamship Co. has announced that its Atlantic steamships will call at Halifax, N.S., on their westward voyage, making one call a month, until the end of September.

Furness, Withy & Co. announce the inauguration of a steamship service between Montreal and Sweden, on the reopening of St. Lawrence navigation, the s.s. Gunborg making the first sailing.

The Red Star Line announces the commencement of a steamship service between Montreal and Antwerp, Belgium, the first sailing to take place early in May. The steamships Aledo and Chalenger, which will be used in the service, are on their way from Antwerp.

Elder Dempster and Co.'s new steamship service between Canada and the west coast of Africa, will be commenced with the s.s. Gaboon, leaving Montreal early in May, calling at Dakar, Freetown, Sekondi, Accra, Lagos, and other ports should sufficient inducement offer.

The British War Office s.s. Petrel has been transferred from the Canadian to the British register. She was built at Port Richmond, N.Y., in 1915, and is screw driven by engine of 65 h.p., her dimensions being,—length 123.7 ft., breadth 26.3 ft., depth 15.3 ft., tonnage 504 gross, 367 registered.

The White Star Lines' s.s. Megantic arrived at New York, Apr. 15, via the Panama Canal, from Australia, and sailed for Liverpool, Eng., Apr. 21, having completed all her war transport service. On her arrival in England, she will be put on the Canadian route again and is expected to sail for Montreal about May 8.

Canadian Pacific Ocean Services Ltd. has sold the s.s. Virginian to Swedish interests. She was built at Glasgow, Scotland, in 1905, for the Allan Line Steamship Co., and is screw driven by engines of 12,000 i.h.p. Her dimensions are,—length 520.4 ft., breadth 60.3 ft., depth 38 ft.; tonnage 10,757 gross, 6,827 registered.

The Swedish-American Line, Ltd., and the Trans-Atlantic Steamship Co. have arranged to commence an ocean service between Montreal and Swedish ports, on the reopening of St. Lawrence navigation. It is expected that the first sailing will be early in May, and that other sailings will be made at intervals of three weeks.

The s.s. War Charger, one of the steel steamships built by J. Coughlan & Sons, Vancouver, for the British Government, under orders from the Imperial Munitions Board, and sold recently to Greek parties for, it is reported, \$1,800,000, has, since 1918 been in service on the Pacific and Atlantic Oceans and the Mediterranean Sea.

Canadian Pacific Ocean Services' s.s. Empress of Canada will, it is announced, be launched at Govan, Scotland, about Aug. 17, and it is anticipated that she will be completed and ready to sail from Liverpool during March, 1921, for Vancouver, B.C., when she will be placed in the trans-Pacific service. She will be 644 ft. long, by 77 ft. beam, and approximately 22,000 tons. She will be equipped with all the latest improvements, including gymnasium, swimming baths, dark rooms for photography, etc., and the whole promenade deck will be given up to social and amusement purposes.

Canadian Pacific Ocean Services, Ltd is booking through passages to various

points, until recently in the war area, including Hamburg, Danzig, Vienna, Antwerp, etc. Passengers for Hamburg must have passports vised by the Swiss Consul, representing German interests; those to Danzig must hold Polish passports, no visa being necessary. Passengers to Vienna, Buchs, Havre and Antwerp must be booked via Liverpool, or by the direct continental service. Germans must apply for passports to nearest Swiss Consul, and Austrians and Hungarians to the nearest Swedish Consul, but when the destination is Buchs or Vienna, both French and Swiss visas are required, and for Antwerp a Belgian visa also. Germans booking through France or Belgium must appear personally before the nearest French or Belgian Consul to secure visas. The first of the company's sailings on the St. Lawrence route this year will be made by the s.s. Victorian from Quebec, May 7, followed by the s.s. Corsican from Montreal, May 8.

## Maritime Provinces and Newfoundland.

The s.s. Edmund Donald is reported to have been bought by St. John's, Nfld., parties for service on the St. John's-Halifax-Boston route. The Edmund Donald was formerly named David C, and was built at Shad Bay, N.S., in 1919.

A bill will be presented in the New Brunswick Legislature shortly, to enable the City of St. John, N.B., and the City and County of St. John municipality, to issue bonds to buy, or build a ferry steamship, to be operated between Inlandtown and Pleasant Point.

Eastern Steamship Line, Inc., announces, that until the International Line service is resumed between Boston, Mass., and St. John, N.B., miscellaneous freight shipments will be handled by the s.s. North Land, to Yarmouth, N.S., and thence by the s.s. Keith Cann to St. John, giving a weekly service.

The s.s. Robert G. Cann, owned by Hugh Cann & Sons, Yarmouth, N.S., which grounded at the entrance to Canso harbor during March, was released about the end of that month by the Atlantic Salvage & Wrecking Co.'s s.s. La Canadienne, and towed into Canso for temporary repair, to allow her being taken to Halifax, where permanent repairs were undertaken.

The French s.s. Barr was destroyed by fire at Dartmouth, N.S., Apr. 17. She was a wooden ship of 1,500 tons, valued at approximately \$400,000, and is regarded as a total loss. She was built recently by the National Shipbuilding Corpora-

tion, Three Rivers Shipyards Division, Three Rivers, Que., and was to have sailed from Halifax for Newport, Eng., Apr. 19.

The master of the sealing steamship Terra Nova has entered action, in Newfoundland, against members of his crew, for a breach of the Merchant Shipping Act, in refusing to remain on the sealing grounds longer than the time provided for when they signed articles. Generally, the sealing season has been somewhat of a failure, the catch being exceedingly poor, being less than 35,000 seals for nine ships. It was hoped to better the catch by making a longer stay on the sealing grounds, but the crews refused.

## Province of Quebec.

The Dominion Public Works Department has received tenders for repairs to dredge no. 1 (Quinlan & Robertson), which is lying in the Montreal dry dock.

An order in council has been passed disbanding the Quebec Harbor Commission, following on the resignation of the chairman, Hon. D. O. L'Esperance, and providing for the constitution of a new commission. It is reported that Sir David Watson will be chairman, and General Tremblay and A. S. Gravelle, members, of the new commission.

The St. Lawrence channel was reported to be practically clear of ice from the Victoria Bridge, Montreal, to the sea, Apr. 12, and it was expected that the Marine Department would commence laying buoys between Montreal and Quebec during the third week of April. The department's steamships Dollard and Shamrock, with their attendant scows, and steam barges, were being held at Sorel in readiness for the work.

The longshoremen at Montreal have made an agreement with the Shipping Federation of Canada for this year, providing for an increase of 10c an hour in wages for day work, and time and a half for night work. The working day consists of 10 hours, with a 9 hour shift at night. For day workers the new rate is 70c an hour. For handling nitrate and bulk sulphur the rate is 85c an hour, and also for grain trimming and packing. Coal handling is to be paid at the rate of 75c an hour.

**Trawler Sales.**—The Anderson Co. of Canada has sold the Admiralty trawlers T. R. 41 to Percherie et Armements La Rachelle Ocean, Havre, France, and the T. R. 44 to Anglo-Newfoundland Development Co., Grand Falls, Nfld. The first named trawler was sent to Boulogne, France, in January, as an exhibit ship.

## Vessels Added to and Deducted From the Canadian Register During January and February, 1920.

Added.	Steam.— —Tonnage—			Sailings.— —Tonnage—		
	No.	Gross.	Registered.	No.	Gross.	Reg'd
Built in Canada .....	15	18,622	11,897	17	3,070	2,875
Purchased from foreigners.....	8	9,125	6,142	6	3,157	3,044
Transferred from United Kingdom.....	2	9,133	5,332	—	—	—
Transferred from British Possessions .....	2	470	205	—	—	—
New registers .....	4	179	107	3	604	604
Totals .....	31	37,529	28,183	26	6,881	6,523
Deducted.						
Wrecked or otherwise lost.....	10	4,323	2,932	47	5,215	4,705
Broken up or unfit for use.....	22	1,094	683	51	2,081	2,064
Sold to foreigners.....	5	14,004	9,076	2	440	440
Transferred to United Kingdom.....	2	793	459	—	—	—
Transferred to British possessions.....	2	650	560	6	1,147	951
New registers .....	4	634	428	2	43	40
Totals .....	45	21,498	14,138	108	8,926	8,200