

contempt of this court's orders to be present indicates a lack of mentality. Moreover, having at heart the good name and fame of the St. Lawrence, and with a view to preventing reflection being cast on the reputation of the qualified members of the Corporation of Pilots, in fairness to them, and for the other reasons as stated above, we suspend the license of Lucien Lachance for one year from this date. We reiterate that in all future cases of a similar nature no mercy will be shown, and a cancellation of the license will be the result and decision.

With respect to the master and second officer, they being U. S. citizens, this court cannot deal with them, but for their benefit, as well as others, we will state that we are simply astounded at the lack of interest shown as to their responsibilities. Knowing that their vessel was chartered for the season to ply in the same waters, one would naturally suppose that they would familiarize themselves somewhat with the names of the lights, courses, etc. If, as Capt. Kiah stated, he was informed that the pilot would take charge, some excuse can be formed for him, and a degree of blame attached to the officer who made such statement and led the master into a false sense of security. We will abstain from reprimanding the master or officer, or censuring their conduct, in view of the circumstances, but we maintain that it is their own duty, for their information and security, to check the various courses which the pilot gives, by bearings and reference to the chart.

Atlantic and Pacific Ocean Marine.

The Canada Steamship Lines s.s. Parima, operating on the New York-West Indies service, was damaged by fire at New York, July 29.

The White Star-Dominion Line steamships Megantic and Northland, which have been operating on the St. Lawrence route, have been taken over by the British Admiralty.

The s.s. Jacona, which was torpedoed by the Germans recently, was formerly the Bellona, and was owned by the Thomson Line and operated in the Canadian trade.

The Norwegian steamship Fimreite, under charter to the Nova Scotia Steel and Coal Co., was torpedoed recently, when one day out from Swansea, Wales, for Wabana, Newfoundland, with ore.

Pickford and Black are reported to have secured the steamships Atlantis and Jose for their service with Cuba and Jamaica, the former being due at St. John early in September, and the latter towards the end of the month.

The British s.s. Romney, which was damaged through stranding on Green Island reef in the St. Lawrence River, June 24, left the Davie Shipbuilding and Repairing Co.'s dock at Levis, Aug. 1, and proceeded to Montreal.

The s.s. Easington, owned by Furness, Withy & Co., and engaged in the Canadian trade, is reported sold to British buyers for about £24,000. She was built at Newcastle, England, in 1907, and is 1,387 tons gross, 863 register, with deadweight capacity of 2,100 tons.

The recently built s.s. Aitearoa, owned by the Union Steamship Co. of New Zealand, which was launched at Glasgow, Scotland, June 20, for service between Australia, New Zealand and Canada, has been taken over by the British Admiralty, and is announced to have been renamed Avenger.

Furness, Withy & Co. are reported to have purchased the s.s. Lord Lonsdale for £85,

000, and to have renamed her Annapolis. She is 4,567 tons gross, 2,895 register, with 7,500 tons deadweight capacity, built on the Isherwood system at Glasgow, Scotland, in 1911. She has a speed of 11½ knots.

The Ulster Steamship Co. (Head Line) s.s. Bengore Head and the Dominion Coal Co.'s s.s. Batiscan collided Aug. 1, near Hare Island, about 81 miles below Quebec. The Batiscan, although damaged about the bow, proceeded on her trip to Montreal, while the Bengore Head, as she was making considerable water in no. 2 hold, was beached.

The s.s. Huntress, which is being operated under special charter from the British Government, by the Peninsular and Oriental Navigation Co., and which was at Montreal early in August, was formerly a German vessel, owned by the Hamburg American Line, and named Frisian. She is of 10,000 gross tons, and was on her maiden trip when captured by Great Britain.

The Mayor and corporation of the city of Quebec, together with representatives of the transportation and business interests, welcomed the captain of the American-Hawaii Steamship Co.'s s.s. Missourian, and presented the vessel with a silver cup, Aug. 3, on the first visit of the vessel to the port. The Missourian, which is now engaged in transporting horses to France for war service, was the first cargo vessel to pass through the Panama Canal.

In connection with the recent reports that the Pacific Mail Steamship Co., operating in the trans-Pacific trade out of San Francisco, is to abandon its business on the coming into force of the Seamen's Act in November, P. Manson, General Manager of the Atlantic Coast line, who recently returned from a trip to the Orient, is reported to have stated that the company will not go out of business, and that there is no chance that the company will sell out.

The Pacific Mail Steamship Co. is reported to have sold five of its vessels, viz.—China, Korea, Manchuria, Mongolia and Siberia, to the Atlantic Transport Co. of West Virginia, a subsidiary of the International Mercantile Marine Co. It has been reported, denied and reiterated that the company will go out of business on the coming into force in November, of the Seaman's Act, which, it is claimed, will militate against the paying operation of U. S. owned steamships in cross ocean traffic.

The Marine Transportation Service Corporation has been incorporated in New York with \$1,000,000 capital, to operate steamships from New York to California and Puget Sound ports, via the Panama Canal, and also to South American ports. It was announced that the Pacific Coast Line would be inaugurated during August with the sailing of the s.s. Eureka from New York, and that six vessels would be utilized in the service. The General Manager of the company is G. J. Hammell, New York.

The Osaka Shosen Kaisha s.s. Hawaii Maru was expected to arrive at Victoria, B.C., Aug. 31, on her maiden trip from Japan, direct from Yokohama. It was originally announced that she would call at Hong Kong, China, but owing to delays with the builders, the call was dropped from the schedule for the initial trip. At her trials, over a measured course, she developed 16.8 knots, and was expected to complete the run from Yokohama in 13 days. The s.s. Manila Maru will not be ready for service until September, and is expected to arrive at Victoria about Nov. 9.

A final disposition of the s.s. Dacia was made in the French courts Aug. 4,

when it was declared that the vessel was a legal prize, and the seizure perfectly valid. It will be remembered that the s.s. Dacia was acquired from the Hamburg-America line by a United States citizen of German descent, with the object of shipping freight to Germany. This so-called sale was declared by Great Britain not to be in accordance with the international rules, which do not recognize the transfer of vessels belonging to belligerents during war. Great Britain also announced that the Dacia would be considered as open to capture as a German vessel if she came into the open sea. Her dispatch from the United States port was considerably delayed while the matter was being debated, but the British attitude remained unaltered. The vessel eventually sailed with a cargo of cotton, and was captured by a French vessel and dealt with by the prize court there.

Maritime Provinces and Newfoundland.

The name of the steamboat Isaac N. Veasey, no. 116,742, registered at Halifax, N.S., as owned by C. A. Larder, New Ross, N.S., has been changed to La Have.

An order in council has been issued amending the Halifax, N.S., pilotage district bylaws to provide that the amount payable to a pilot on superannuation shall be increased from \$500 to \$600 a year.

The icebreaking steamship Bruce, which the Russian Government purchased from the Reid Newfoundland Co. recently for ice-breaking services in the port of Archangel, arrived there Aug. 23.

The steamboat Premier, which was wrecked about a year ago, when running from St. John, N.B., to Nelson, N.B., where she was to be operated as a ferry, has been purchased by T. McCoy, St. John, who is having her overhauled for operation on the St. John River for general purposes.

The Newfoundland sealing vessel Neptune, which was used in the Scott expedition to the far north about two years ago, has been sold to a moving picture company for an expedition to the Arctic regions. She was built at Dundee, Scotland, in 1872, and is 684 gross tons.

Canada Steamship Lines s.s. Kenora, which for the past few weeks has been engaged in the coasting trade, was reported to be fast ashore at Low Point, in the harbor entrance at Sydney, N.S., August 5. She was driven ashore during a heavy gale, and is reported to be considerably damaged.

We are officially advised that the Canada Atlantic and Plant Steamship Co. has discontinued a portion of its service calling at Hawkesbury, N.S., and Charlottetown, P.E.I., for the present, owing to small tourist travel, but will probably resume it in September, if autumn business warrants it. The service between Halifax, N.S., and Boston, Mass., continues as heretofore.

A proclamation has been issued declaring Dipper Harbor, N.B., to be a port to which part XII. of the Canada Shipping Act shall apply. The harbor includes all the waters of the Bay of Fundy inside a line of 20 fathoms at low water, and between lines due north and south through points one nautical mile due east and west respectively, of the lighthouse on Campbell Island, in the entrance to Dipper Harbor.

Reference was made in Canadian Railway and Marine World for August, to a contract having been made by the Prince Edward Island Government for the operation of the s.s. Senlac on a service between the Island and the main land, for the remainder of the year. It should have