

Atlantic and Pacific Ocean Marine.

The first ocean vessel up the St. Lawrence River for the current season of navigation, arrived at Quebec May 7, and Montreal, May 8. The captain was presented with a silk hat and cane by the Montreal Harbor Commissioners.

Canadian Pacific Ocean Services is stated to have made arrangements for the chartering of two of the steamships owned in Holland which have been requisitioned by the allies, for use on the Pacific Ocean. The vessels mentioned as having been secured are, the steamships Tjikembang and Tjison, which were operated formerly by the Nederland Royal Mail, and the Rotterdamsche Lloyd, between San Francisco and the Orient.

The Canadian Pacific Ocean Services' steamships Empress of Asia and Empress of Russia, as announced in a recent issue, have been requisitioned by the Dominion Government and are being handed over to the British Government. The former vessel has had all her furnishings and movable fittings taken out, at Victoria, and has been coaled at Vancouver, after which, as a Victoria reporter states, she "disappears into oblivion." The Empress of Russia is reported to be fitting out at Hong Kong, for special service, and presumably has the same destination.

The s.s. Angouleme, which ran ashore at Scatarie Island, N.S., during last winter, was released by her own steam, May 23. It is stated that the damage is comparatively light, but that she will be drydocked for examination and repairs. She was built in 1917, by Thor Iron Works, Toronto, under contract for Jas. Playfair, President, Great Lakes Transportation Co., but was sold, while on the ways, to the Oriental Navigation Co. of Nantes, France, and New York. On launching, she was named Orleans, the name being changed to Angouleme just prior to sailing for New York, and the casualty occurred while she was outward bound.

Canadian Pacific Ocean Services s.s. Medora was reported May 7, via New York, to have been sunk by a German torpedo while outward bound from Great Britain, it also being stated that there was no loss of life. The Medora was 5,135 tons gross, and built at Liverpool, Eng., in 1912. In connection with the loss of this vessel, T. Robb, Manager, Shipping Federation of Canada, is reported to have stated that word as to the sinking of the Medora was received some time ago, and we may add that Canadian Railway and Marine World had information of the loss of a C.P.O.S. vessel, at least two weeks prior to the date given. There seems to be no reasonable object to be gained in holding back information of this nature, which is of general interest, when it is already known by owners, insurance and brokerage offices.

Maritime Provinces and Newfoundland.

The Naval Service Department received tenders, May 31, for 2 self propelled coal discharging bridges, to be installed at Halifax, N.S.

The Reid Newfoundland Co.'s s.s. Ethie ran ashore on Mistaken Point, Nfld., May 14, and was later released with light damage. She is a small steel vessel of 441 tons gross, and was built at Glasgow, Scotland, in 1900. She has been engaged for some time in mail and passenger service between St. John's and Placentia Bay ports, Nfld.

The Dominion Government s.s. Stanley, which sailed from Louisburg, N.S., towards the end of April, with mails, etc., for Magdalen Islands, was reported to be in distress off East Point, P.E.I., May 1. Her rudder was reported to have been lost or broken. She, however, arrived at North Sydney, N.S., May 8, under her own steam, and made temporary repairs, afterwards proceeding to Halifax.

It is intimated from Quebec that the coal service between the Maritime Provinces and St. Lawrence ports, hitherto given by the Dominion Coal Co., is likely to be curtailed this year owing to a shortage of bottoms. Some steps are being taken by other companies to meet the situation, and it is stated that the Dominion Government will probably supply some vessels to convey coal to Levis, whence it will be distributed.

The Dominion Coal Co.'s s.s. Louisburg, bound from Sydney, N.S., to St. John's, Nfld., with coal, was wrecked in St. Marys Bay, near Cape English, Nfld., May 4, the crew being saved. She was built at Sunderland, Eng., in 1881, when she was named Thorne Holme. She was equipped with engine of 225 n.h.p., driving a screw, and her dimensions were: length 260 ft., breadth 36 ft., depth 18.5 ft.; tonnage, 1,816 gross, 1,182 register.

Province of Quebec Marine.

The s.s. Middlesex, registered in the U.S., has been purchased by A. A. Larocque, Montreal, transferred to the Canadian register, and renamed Woodlands.

The Department of Railways and Canals will receive tenders to June 5, for rebuilding the lower entrance piers to lock 25 on the Galops Canal, and to lock 23, Rapide Plat Canal.

The Quebec Board of Trade discussed on May 11, a proposal for the formation of a steamship company for the operation of vessels between Newfoundland, Nova Scotia, Prince Edward Island, Gulf ports, Quebec and Montreal. The details were outlined by L. Fiset, Eastern Harbor, N. S., who stated that it was proposed to purchase four large steel steamships built

recently on the Great Lakes, and to incorporate a company with \$600,000 capital stock, eventually increasing it to \$1,000,000.

Ontario and the Great Lakes.

A ferry service is announced to have been started between Adolphustown, N. Y., and Picton, Ont.

The C.P.R. s.s. Assiniboia was docked at the Port Arthur Shipbuilding Co.'s dock at Port Arthur, May 4, for the replacement of a number of plates, a new stern bar and other repairs.

The icebreaking s.s. James Whalen is undergoing general repairs at the Port Arthur Shipbuilding Co.'s plant, having suffered considerably while breaking ice prior to the reopening of navigation.

Imperial Oil's s.s. Royalite, which arrived at Sarnia, May 4, with a cargo of oil, encountered heavy ice on her trip there, and was found to be leaking. Her cargo was lightered and she proceeded to Welland for repairs.

The Toronto City Council has approved of the Toronto Ferry Co.'s application for an increase in the fares between the city and Toronto Island, from 10c to 15c for adults for the round trip, in view of the increased costs of coal, material and labor.

The Toronto Harbor Commission has moved to its new offices on the water front. The building is a six story one, of which the commission occupies two floors. The remainder of the accommodation will be taken up by navigation companies, etc., as soon as it is completed, during June.

Judgment for \$14,000 was given against Canada Steamship Lines, Ltd., at Toronto, May 7, on a claim for damages by Austin & Nicholson, Chapleau, Ont., the company having failed to carry out a contract for the carrying of 10,000 cords of pulpwood from Michipicoten Harbor to Thorold, in 1916.

The Livingstone channel, in the Detroit River, was closed for a few days, early in May, owing to the presence of large boulders brought down by the ice, and deposited opposite Amherstburg. The

Sault Ste. Marie Canals Traffic.

The following commerce passed through the Sault Ste. Marie canals during April, 1918.

ARTICLES.	Eastbound		Total.
	Can. Canal.	U.S. Canal.	
Lumber m. ft. b. m.	200		200
Flour Barrels			4,441,647
Wheat Bushels	396,600	4,045,047	2,083,029
Grain, other than wheat Bushels	608,331	1,474,698	147,188
Copper Short tons	10,752	136,436	
Iron Ore Short tons			7
Pig Iron Short tons			
Stone Tons			
General Merchandise Short tons		7	
Passengers Number			
Westbound.			
Coal, soft Short tons	27,578	60,500	88,078
Coal, hard Short tons			
Iron Ore Short tons			
Mfgd. iron and steel Tons			
Salt Barrels			9,200
Oil Tons			3,915
Stone Short tons		9,200	
General Merchandise Short tons	2,715	1,200	
Passengers Number			
Summary.			
Vessel passages Number	51	136	187
Registered Tonnage Net	58,758	342,707	401,465
Freight—			
Eastbound Short tons	35,503	285,793	321,296
Westbound Short tons	30,293	70,900	101,193
Total Freight Short tons	357,693	65,796	422,489

The Canadian canal opened April 23, and the U.S. canal opened April 20.