

Atlantic and Pacific Ocean Marine.

The France-Canada Steamship Co., operating between Canada and France, is reported to have purchased seven sailing vessels from J. S. Winslow, Portland, Me.

The Donaldson Line s.s. Cassandra was the first trans-Atlantic steamship to arrive at Montreal this year, making port on May 2. Capt. R. C. Brown, the master, was presented with a gold headed cane by the harbor commissioners.

Canada Steamship Lines s.s. Cascapedia, which has been extensively repaired and overhauled, is running for a while on the Quebec Steamship Co.'s route between New York and Bermuda. Later in the season she will return to her customary service between Montreal, Gaspé and Prince Edward Island ports.

The British s.s. Lord Antrim, bound for Great Britain from the U.S., grounded near Fourchu, N.S., May 4, during heavy weather. She was floated during the same day and taken to Louisburg, where some temporary repairs were undertaken in order to allow of her proceeding to Halifax, where repairs were completed.

The Gulf Transport Co., operating between Great Britain and the Gulf of Mexico, of which J. H. Welsford & Co., Liverpool, are the managers, is reported to have sold its fleet of five vessels to Liverpool buyers, two of the vessels being sold to Elder, Dempster & Co. A sixth vessel belonging to the company has been held at Hamburg since the outbreak of war. J. H. Welsford & Co. control the Union Steamship Co. of British Columbia.

Furness, Withy & Co. announce that as Allan Bros. & Co. having relinquished the agency at Liverpool, Eng., for Furness Line vessels between Liverpool, Eng., St. John's, Nfld., and Halifax, N. S., all traffic arrangements are now conducted from Furness, Withy & Co.'s own offices in the Royal Liver Building, Liverpool. The services mentioned are under the supervision of W. McGuiness, heretofore Secretary, Allan Line Steamship Co., and Manager, Allan Bros. & Co., Glasgow, Scotland.

The Dominion Government s.s. Durley Chine was rammed and sunk off Sandy Hook, toward the end of April, by the outward bound s.s. Harlem. The captain and crew were saved and returned to New York. The s.s. Durley Chine was a single screw steamship, length 279 ft., beam 40 ft. 1 in., depth 18 ft. 4 in., and was built at Sunderland, Eng., in 1912. She was purchased by the Dominion Government in 1914 from the Alum Chine Steamship Co., London, Eng., chiefly for Hudson Bay service. The Dominion Government has taken action against the owners of the s.s. Harlem in the Halifax Admiralty Court, claiming \$400,000 for the loss of the vessel.

The U. S. Government is reported to have purchased seven steamships from the Austro-American Steamship Co. These vessels have been interned in U. S. ports since the outbreak of war. The price paid for the vessels is given as \$6,778,006.70, and the business was carried out by the U. S. Shipping Board. The vessels had previously been purchased from the Austro-American Co., and a contract had been entered into for their resale at \$148 per deadweight ton, but on the request of the U. S. Government, the resale was not carried out, and the vessels were transferred to the government at the original price paid. The original contract confined the use of the vessels to

neutral waters, but a release was arranged on payment of a further \$20 a deadweight ton, and this release goes with the vessels to the government.

Maritime Provinces and Newfoundland.

The C.P.R. s.s. Empress was taken off her route between St. John, N.B., and Digby, N.S., May 21 to 23 inclusive, for a general overhaul at St. John.

The s.s. William Edwards, owned in Sydney, N.S., and chartered for carrying coal to Grand Falls, Nfld., foundered off Cape Pine, May 16, during a heavy gale. The crew were saved, and the vessel and cargo were fully insured.

The s.s. Aranmore, which has been running between Pictou, N.S., and Charlottetown, P.E.I., in conjunction with the car ferry Prince Edward Island, struck some submerged object while docking at Charlottetown, May 11, making a large hole in her side. Repairs were undertaken at Charlottetown after she was beached.

The s.s. Maskinonge, under charter to the Dominion Coal Co., which stranded off St. John harbor, at the end of April, was released May 5, practically without damage, and docked at no. 1 berth. The stranding was due to the dragging and fouling of the anchors during a freshet.

The Dominion Coal Co. is reported to have purchased the steamships Hochelega and Lingan from Furness, Withy & Co. The Hochelega was built in 1912, and is 4,681 tons gross, 2,601 net, and the Lingan was built in 1911, 4,677 tons gross, 2,603 tons net. Both were built at Middlesbrough, Eng., and were specially designed for the coal trade.

The Governor General in council has approved bylaw 33 of the Pilot Commissioners of the Pilotage District of Sydney, N.S., providing that all licensed pilots and pilot apprentices shall undergo every year an examination as regards form vision and color ignorance, and that the sight tests shall be the same standard

as those passed by candidates for masters and mates examinations.

Province of Quebec Marine.

The Inland Revenue Department received tenders, May 23, for the privilege of ferrying across the Ottawa River between Cumberland, Ont., and Buckingham, Que., for five years from May 1.

It was announced in the House of Commons recently that Capt. E. Angers, of the Dominion Government s.s. Vercheres, had been dismissed for incompetence. No investigation had been held, but one would be granted by the government if the person dismissed desired it.

The Montreal City Council has arranged with the Canada Steamship Lines to operate a ferry service to St. Helen's Island for \$28,000 for the summer, the company to have the privilege of selling refreshments. The ferry is free to the public, the steamboats Longueuil and White Star being used, from May 23.

The Dominion Government s.s. Berthier arrived at Quebec, May 18, from Sorel, on her maiden trip. She was built at the Government shipyard at Sorel last year, being completed during the winter. She is intended for the use of the staff engineers of the St. Lawrence Ship Channel below Quebec. A description and illustration of her were given in Canadian Railway and Marine World for Dec., 1916.

The Quebec & Levis Ferry Co.'s annual meeting was held at Quebec, May 15, when a satisfactory report of the past year's business was presented. A vote of condolence was passed on the death of C. H. Shaw, President of the company. The board for the current year is: J. S. Thom, President; A. Gourdeau, Vice President; G. E. Allen Jones, L. C. Webster and W. J. Thompson.

The Minister of Trade and Commerce announced in the House of Commons recently that a contract had been entered into for a steamship service every two weeks between Quebec and Gaspé Basin, calling at way ports. Last year the service was every week, and was performed

Sault Ste. Marie Canals Traffic.

The following commerce passed through the Sault Ste. Marie Canals during April.

ARTICLES	CANADIAN CANAL	U. S. CANAL	TOTAL
Eastbound			
Flour	Barrels		
Wheat	Bushels		
Grain	Bushels		
Copper	Short tons		
Iron ore	Short tons		
Pig iron	Short tons		
Lumber	M. ft. b.m.		
Stone	Short tons		4
General merchandise	Short tons	4	
Passengers	Number		
Westbound			
Flour	Barrels		
Grain	Bushels		90,292
Coal, hard	Short tons	7,500	82,792
Coal, soft	Short tons	15,500	144,818
Iron ore	Short tons		
Manufactured iron	Short tons		
Salt	Barrels	6,000	6,000
Oil	Short tons		
Stone	Short tons		
General merchandise	Short tons	4,402	2,374
Passengers	Number		
SUMMARY			
Vessel passages	Number	36	130
Registered tonnage	Net	93,609	455,528
Freight			
—Eastbound	Short tons		4
—Westbound	Short tons	27,402	230,884
Total freight	Short tons	27,402	230,888
			166
			549,137
			4
			258,286
			250,290

The Canadian canal opened April 25, and the U. S. canal April 24.