

### Atlantic and Pacific Ocean Marine.

The Cairn Line, which operates a number of steamships between England and Canada, has paid an interim dividend of 10% against 2½% last year.

It is announced that the British Admiralty has placed a large order for British Columbia lumber, and that vessels have been arranged for its transportation.

The Osaka Shosen Kaisha s.s. Chicago Maru, bound from Hong Kong, China, to Victoria, B.C., which struck a rock near Shanghai recently, proceeded to Kobe for repairs.

It is announced that the Danish steamships calling at Vancouver will increase their sailings from six to 11 in August, on account of increased lumber and shingle exports from British Columbia.

The s.s. Cheltonian, which stranded near Cape Ray, Nfld., May 23, and which was docked at Halifax, N.S., for examination, will, it is said, be repaired in New York, the amount involved approximating \$100,000.

The British s.s. Anglo-Californian, bound from Montreal to Europe, with horses and war supplies, was shelled by a German submarine early in July, and the captain and 11 of the crew were killed. The vessel was eventually taken into Queenstown, Ireland.

It is reported that the Scottish Co-operative Wholesale Society sent representatives to the Pacific coast recently to make arrangements for the shipping of Canadian grain to Great Britain by the Panama Canal route.

The s.s. Durley Chine sailed from Vancouver, B.C., June 30, with Douglas fir for the Dominion Government dock and terminal work at Port Nelson, Hudson Bay. She will travel by way of the Panama Canal and Newfoundland.

The British s.s. Carisbrook, which was sunk by Germans, off Kinnaird Head, Scotland, recently, while bound from Montreal to Leith, Scotland, with war supplies, was owned in Glasgow, and was insured for £23,500. She was built in 1907 and was 2,352 tons gross.

The s.s. Morwenna, which was owned by the St. Lawrence Shipping Co., Montreal, and which was sunk by Germans in June, when bound in ballast from Cardiff, Wales, to Sydney, N.S., was insured for £30,000. She was built in 1904, and was 1,414 tons gross.

A dispatch from Denmark states that the Hamburg-American Line has made a declaration

of bankruptcy, and a similar declaration by the Norddeutscher Lloyd is expected shortly. Both of these companies have suffered severely from the war, all of their vessels having been tied up in neutral harbors, chiefly in the United States.

The shareholders of the Suez Canal Company, which is under British control, are being asked to bring to an end the term of service of the only German director on the board, who is also a director of the North German Lloyd.

The British s.s. Romney, which was stranded on Green Island reef in the St. Lawrence River, June 24, while bound from Liverpool to Montreal, is being repaired by the Davie Shipbuilding Co., Levis, Que. She is owned by F. Bolton and Co., London, Eng., and was built in 1903. She is 2,806 tons gross and insured on a value of £13,000.

The Osaka Shosen Kaisha s.s. Seattle Maru, which arrived at Victoria, B.C., early in July, had a cargo of silk valued at \$500,000. The company has launched recently another vessel named Hawaii Maru, of 100,000 gross tons, and a speed of 17 knots an hour. She will be operated between Hong Kong, China, and Puget Sound ports.

The C.P.R. and Allan Line are reported to have taken a considerable amount of business lately on a time charter basis, and are said to be looking out for other vessels of large size and good speed for their various requirements. It is stated that the rate of freight current for this time business is 15c. 6d. a ton dead weight for six months or longer.

Navigators are warned that obstructions have been placed in Queenstown harbor, Ireland. For safety of navigation, two trawlers are moored midway between Corkbeg and Spike Island. Pilotage is compulsory for all vessels without exception between the examination anchorage and the outer man-of-war anchorage and vice versa, and all vessels must pass between the trawlers passing directly up and down the harbor. No vessels must pass each other when approaching or passing the trawlers.

The Atlantic Transport Line s.s. Minnehaha, which was reported to be on fire at sea, when en route from New York to London, put back to Halifax, N.S., July 9. The fire was confined to one of the holds, and was believed to be the result of an explosion. It was soon extinguished, without great damage having been done, but owing to the quantity of explosive material aboard, it was not deemed safe to allow the vessel to go up to the usual landing piers.

The report of Lord Mersey, appointed by the British Government to enquire into the sinking of the Cunard Line s.s. Lusitania by the Germans, whereby a large number of lives were lost, exonerates the company and the officers of the vessel from any blame, and places it solely on those who plotted and those who committed the crime. There was possibly a tendency to attach some blame to the captain, owing to the exercise of his judgment in carrying out certain Admiralty orders, but Lord Mersey states that the Admiralty advice was not intended to deprive the captain of the right to use his judgment, and his omission to follow the advice strictly cannot fairly be attributed either to negligence or incompetence.

### Maritime Provinces and Newfoundland.

The St. John, N.B., schooner William B. Herrick, bound to Newport, Eng., was towed into Berehaven early in July, with her rudder broken.

The s.s. Bellaventure, under charter to the Dominion Government, sailed from Halifax, N.S., early in July for Port Nelson, Hudson Bay, with supplies and materials, and also a number of dock laborers.

The Dominion Government s.s. Sheba, which arrived at Halifax from Sydney, N.S., July 11, with coal for the Dominion Coal Co., left later in the month for Florida to load lumber for Port Nelson, Hudson Bay.

The Russian Government is reported to have purchased the ice breaking steamship Bruce from the Reid Newfoundland Co. for service at Archangel. This is the second of the company's vessels which have been acquired for the service named.

The Department of Naval Service is negotiating for the services of a strong wrecking tug for service on the Atlantic coast. It must be not less than 100 ft. long, equipped with powerful winches, salvage and fire pumps and derrick of not less than 15 tons capacity.

The Eastern Steamship Co.'s s.s. Calvin Austin, while outward bound from St. John, N. B., to Boston, Mass., July 16, collided with the lighthouse tender Azalea, in St. John harbor. The reports state that she was practically undamaged, but that the Azalea had several feet of rail torn off and her steering gear damaged.

The car ferry Prince Edward Island, which is to be operated between Cape Tormentine, N.B., and Carleton Point, P.E.I.,

### List of Steam Vessels Registered in Canada During June, 1915.

No.	Name	Port of Registry	Where and When Built	Length	Breadth	Depth	Gross Tons	Reg. Tons	Engines, Etc.	Owner or Managing Owner
134,487	David Seath	Montreal	Montreal, Que. 1915	67 5	18 5	8 8	111	52	28 sc.	Harbor Commissioners of Montreal, Montreal, Que.
137,892	Earl Boss	Toronto	Wallaceburg, Ont. 1914	81 0	20 0	10 2	118	65	30 sc.	J. A. Henning, Port Burwell, Ont.
134,545	Geo. W. Yates	Ottawa, Ont.	Greenock, Scotland 1913	100 0	19 1	8 9	111	3	51 sc.	Minister of Railways and Canals, Ottawa.
137,982	H. N. Jex	Kingston, Ont.	Cleveland, Ohio 1868	170 2	26 5	10 3	441	231	59 sc.	J. F. Sowards, Kingston, Ont.
134,268	Harry A.	Midland, Ont.	Midland, Ont. 1909	31 5	11 3	3 8	11	7	2 sc.	J. M. Syer, Midland, Ont.

### List of Sailing Vessels and Barges Registered in Canada During June, 1915.

No.	Name	Port of Registry	Rig	Where and When Built	Length	Breadth	Depth	Reg. Tons	Owner or Managing Owner
134,488	Derrick No. 8	Montreal	Scow	Montreal 1915	90 0	31 3	6 4	282	Montreal Harbor Commissioners, Montreal, Que.
137,873	Emily E. Selig	Lunenburg, N.S.	Schr.	Lunenburg, N.S. 1915	90 2	24 0	9 4	82	A. Selig, M.O., Volgers Cove, N.S.
134,489	Floating Concrete Mixer	Montreal	Scow	Montreal 1915	101 2	34 8	5 9	308	Montreal Harbor Commissioners, Montreal, Que.
134,439	G. of G. No. 1	Vancouver, B.C.	"	New Westminster 1909	70 0	26 0	6 8	113	Gulf of Georgia Towing Co., Vancouver, B.C.
134,440	G. of G. No. 3	"	"	Vancouver, B.C. 1915	47 7	10 8	5 5	46	"
137,891	J. W. Hennessy	Toronto	Dredge	Tonawanda, N.Y. 1908	96 0	29 0	5 6	238	Ottawa Contractors, Ltd., Ottawa, Ont.
134,544	New Welland	Ottawa, Ont.	"	Kindereijk, Holland 1913	151 0	26 7	7 3	207	La Cie. Generale d'Enterprises Publiques Ltd., Levis, Que.
111,965	Wiley M. Egan	Montreal	Barge	Cleveland, Ohio 1887	260 7	39 9	19 8	1577	Ontario and Quebec Navigation Co., Picton, Ont.

(1) Foreign name Niagara. (2) formerly a steamer.