

Atlantic and Pacific Ocean Marine.

What is said to have been the most valuable cargo of raw silk ever landed on this continent was discharged at Vancouver recently from the C.P.R.'s s.s. Empress of Russia. It was valued at about \$3,500,000.

The Matsuo Co., of Seattle, Wash., and Kobe, Japan, is reported to have placed an order for the building of four steel steamships of 8,800 tons each, costing approximately \$1,000,000, with the Wallace Shipyards, Ltd., Vancouver.

The Belgian Government is financing a new steamship service to be operated between Havre, France and U.S. ports. The company will have a nominal capital of 100,000,000 francs, which will be guaranteed as to principal and interest by the Belgian Government.

The s.s. Arabien, owned by the Danish East Asiatic Co., Copenhagen, and under charter to Canadian Pacific Ocean Services, Ltd., for operation between Vancouver and Vladivostok, was docked at Esquimalt during October for overhaul and repairs.

The Cunard Line announces that two of its steamships, the Feltria and Folia, formerly owned by Canadian Northern Steamships, Ltd., will call at Halifax, N.S., during the winter, both eastbound and westbound, on the regular route between Bristol and U.S. ports.

The Ulster Steamship Co., operating the Head Line between Great Britain and Canada, is claiming \$25,000 in the Montreal Admiralty Court, for services rendered in salving the s.s. Fremona, which grounded on Anticosti Island, Aug. 1.

Canadian Robert Dollar Ltd., has been incorporated under the British Columbia Companies Act, with \$40,000 capital and office at Vancouver, with power among other things, to own and operate steam and other vessels for the transportation of mails, merchandise and passengers.

Manchester Liners, Ltd., has added three vessels to its fleet, one for each of the services to Canada, Philadelphia and Baltimore. The company now owns 17 vessels, aggregating 125,316 tons dead-weight capacity, operating directly to and from Manchester, Eng., via the Manchester Ship Canal.

The repairs on the Japanese s.s. Kenkon Maru 3, which stranded on the Belle Chain reef on Jan. 12, have been completed at Portland, Ore., and she resumed her service in October. The cost of the

repairs was \$175,000, and the work took 42 days. The vessel is about 20 years old and was formerly the British s.s. Ailsa Craig.

The Japanese s.s. Shintsu Maru, which ran ashore about four miles south of the Sandheads buoy at the mouth of the Fraser River, Sept. 22, was released Sept. 29, after practically all of her cargo had been lightered. She was docked at Vancouver, and it was stated that neither the vessel nor her cargo had been injured and that there was no damage to be repaired.

The Hudson's Bay Co. is reported to have purchased the s.s. Sacramento from the Northern and Southern Steamship Co., of San Francisco, Cal. The Sacramento was formerly the s.s. Alexandria, and was owned by the Kosmos Line. It is stated that the vessel has been detained at Valparaiso since the commencement of the war. The price paid is given as \$800,000.

P. A. Franklin, Vice President, International Mercantile Marine Co., is reported to have stated recently that the war has developed the necessity for a line of fast steamships in the trans-Atlantic service, and that the company is ready to build four 25 knot quadruple turbine steamships of from 32,000 to 35,000 tons each. Two of these, it is said, will be ordered in the U.S., and two in Belfast, Ireland.

The Cunard Line s.s. Alaunia, which was sunk by a floating mine in the English Channel, Oct. 19, was built at Greenock, Scotland, in 1913, for the Canadian service, and was launched June 7, 1913, her sister vessel, the Andania, having been launched in Mar., 1913. She was 540 ft. long, 64 ft. broad and 46 ft. deep, and equipped with two sets of quadruple expansion engines and complete up to date equipment for the accommodation of 2,140 passengers, two classes only. It is reported that two of her crew lost their lives.

The C.P.R. is reported to have purchased the s.s. Hackness from Pyman Bros., Ltd., of Wales. The s.s. Hackness was built in 1914, and is of the shelter deck type, 4,928 tons gross, 2,954 tons register. She was formerly owned by the London & Northern Steamship Co., owning 16 vessels with a combined carrying capacity of 92,000 tons, all of which have been acquired recently by Pyman, Watson & Co., Ltd., South Wales, for about £2,000,000. The s.s. Hackness has been under charter to the C.P.R. for several months for its Atlantic service.

The Anchor Line, in which the Cunard

Co. has practically a controlling interest, has absorbed the Donaldson Line, and the two companies will be operated under one management as the Anchor-Donaldson Line, with Sir Alfred Booth, Chairman, Cunard Co., as Chairman. The Donaldson Line has been operating between Glasgow and Canada for several years, and uses the steamships Athenia, Cassandra, Letitia and Saturnia on that service. In addition to this a regular service is run to the River Plate. The Anchor Line operates in the passenger trade between Glasgow and New York.

It is announced in Montreal that the Marine Navigation Co., a French company, has arranged for regular sailings from Canadian ports, Montreal in summer and Halifax in winter, to St. Nazaire, France. It is stated that the first vessel to sail early in November will be the Nigaristan, and that she will be followed about two weeks later by the North Cambria. These two vessels will make regular monthly trips, and will be supplemented by others if the necessity arises. The company is reported to have purchased a number of sailing ships from Aberdeen, Scotland, recently, for the Canadian lumber and coasting trade.

During the visit of the Minister of Customs to Vancouver recently he was again urged to consider the appointment of a Canadian customs officer at New York to facilitate the handling of freight in bond originating in Eastern Canada and destined for British Columbia ports, via the Panama Canal. It was suggested that a solution of this difficulty might be made with the inauguration of a new steamship line from Montreal in the summer and Halifax or St. John in the winter, or by an extension of the present line now running to and from New York. An Ottawa press dispatch of Oct 14 stated that for the present at least the Minister has refused the request.

The C.P.R. is going to overhaul its trans-Pacific steamships at the beginning of the New Year. They will be laid up at Hong Kong for renovation and repair. The s.s. Empress of Asia will be taken in hand first, on her arrival there about Jan. 17, and she will be out of service for about a month. She will be followed in turn by the steamships Empress of Russia and Empress of Japan, the first being out of service for a month and the latter for 26 days. The Empress of Asia and Empress of Russia have not been completely overhauled since they were released from Admiralty service about a year ago. The s.s. Monteagle was overhauled at Hong Kong recently.

List of Steam Vessels Registered in Canada During September, 1916.

No.	Name	Port of Registry	Where and When Built	Length	Breadth	Depth	Gross Tons	Reg. Tons	Engines, Etc.	Owner or Managing Owner
134469	Clincher	Halifax, N.S.	Camden, N.J. 1892	132 6	25 4	16 0	368	66	81 sc.	Canadian Salvage Association Ltd., Montreal
134605	Fort McMurray	Winnipeg	McMurray, Alta. 1915	151 0	28 3	4 5	661	397	9 sc.	Hudsons Bay Co., London, Eng.
134470	M. Moran	Halifax, N.S.	Camden, N.J. 1912	109 0	25 7	14 5	315	111	54 sc.	Canadian Salvage Association Ltd., Montreal
134468	Petrel		Port Richmond, N.Y. 1915	123 7	26 3	15 3	540	367	65 sc.	
134270	Schoolcraft	Midland, Ont.	Trenton, Mich. 1884	185 0	34 0	14 2	972	690	80 sc.	Manley Chew, Midland, Ont.

List of Sailing Vessels and Barges Registered in Canada During September, 1916.

No	Name	Port of Registry	Rig	Where and When Built	Length	Breadth	Depth	Reg. Tons	Owner or Managing Owner
133895	Ada Tower	Parrsboro, N.S.	Schr.	Port Greenville, N.S. 1916	175 5	36 4	12 9	528	G. M. Cochrane, M.O., Fox River, N.S.
138229	Agnes Wilson	Montreal	Barge	Charlamange, Que. 1916	126 0	27 3	7 8	225	St. Maurice Paper Co., Montreal
138191	James Slater	Liverpool, N.S.	Schr.	Port Jefferson, N.Y. 1874	114 9	28 9	9 9	282	Publicover Shipping Co., Dublin Shore, N.S.
138255	Marian J. Smith	Lunenburg, N.S.		Liverpool, N.S. 1916	128 2	33 8	11 4	332	W. C. Smith, M.O., Lunenburg, N.S.