

affected by an eddy which it is claimed would be formed between the island and the south shore, by reason of the channel being blocked by the approach from the end of Granville St.

Capt. H. Smith, of the steam tug *Constance*, was fine \$100, at Vancouver, Nov. 5, for carrying passengers, and a further \$50 for towing a launch, in contravention of the laws regarding steam tugs. In the course of the trip during which the offences took place, the tug was lost. The captain pleaded that he was unaware that the men were on his vessel, and to back him up, he referred to his report of the loss of the vessel, where he referred to them as stowaways. The case is of considerable local interest, owing to the general practice of carrying parties of loggers on steam tugs going up for logs.

The bylaw providing for the ultimate municipalization of the ferry service at West Vancouver, operated by the West Vancouver Ferry Co., was defeated, Nov. 1. The company has not been a paying concern, and there has been constant difficulty in financing it. Immediately following the defeat of the proposed bylaw, the company reduced the service to one boat, and gave all employees one month notice. The fare was also raised 25%. It is stated that there is a strong probability that the company will cease business at the end of the 30 days notice. The position is rather a peculiar one, as all the shares are held by the municipality.

The Minister of Public Works inspected the Government works in progress in Vancouver harbor, Nov. 16. He stated that a building would be erected on the recently completed Government dock, and a wharf would be constructed in front of the immigration building, which is almost completed. The erection of other buildings at various points will come up for consideration later on. On the same day he was waited on by representatives of the Board of Trade and the North Vancouver City Council in connection with the projected dry dock, for the construction of which the Amalgamated Drydock and Shipbuilding Co. has been promised a Government subsidy.

**The Loss of the s.s. De Sola.**—The Reid Donald Steamship Co., Montreal, is suing C. Tennant and Sons Co., New York, for \$350,000 for the loss of the s.s. *De Sola*, which was destroyed by explosions and fire caused by the escape of concentrated sulphuric acid, which was being conveyed from New York to Ardrossan, Scotland, in the s.s. *De Sola* while under charter to the defendant company. The circumstances connected with the disastrous voyage were detailed in Canadian Railway and Marine World for April.

**The Loss of the s.s. Hesperian.**—When the Allan Line s.s. *Hesperian* was sunk off the Irish coast on Sept. 4, there seemed to be considerable doubt as to whether she had been the victim of a mine, or had been torpedoed by a German submarine. A press dispatch stated recently that the Navy Department at Washington had announced that a fragment found on board the vessel and removed by one of the passengers, had been definitely recognized as a part of a torpedo.

**New Russian Arctic Port.**—A recent press report from Paris, France, states a railway has been completed from Petrograd, Russia, to the harbor built recently at Ekaterina, on the edge of the Arctic circle, on the northern coast of the Gulf of Kola. The port is said to be free from ice the year round. The railway is 1,200 miles, and was built in six months by about 10,000 men, mostly war prisoners, under the direction of American engineers.

## Government Steamships on Hudson Bay Route.

Ottawa press despatch, Nov. 19 (unconfirmed): "A Government owned line of steamers out of Hudson Bay will be established, it is understood, on the completion of the line and the terminals at Canada's new northern port and will be in operation in time to carry part of the 1917 wheat crop to its destination overseas it is hoped. Work on the construction of the line is being expedited with a view to completing the laying of steel by the fall of next year. If this is done as stated, the route will be in a position to compete for the movement of the Canadian grain crop in 1917. On account of the prejudice against the route by the results of careless navigation in Hudson Bay, it is expected that insurance rates will at first be so high that it will be necessary for the Government to operate its own line of steamers. This, it may be stated, will, according to present intentions, be done."

In reference to the above we are officially advised that at present there is nothing in the report that a Government line of steamships is to be established to connect with the Hudson Bay Railway, and that the matter is entirely one for the future.

## Mainly About Marine People.

C. L. Monroe has been appointed agent, Pacific Coast Steamship Co., Prince Rupert, B.C., vice J. H. Rogers.

H. Maitland Kersey, Manager in Chief, Ocean Services, Canadian Pacific Ry., London, Eng., is in Canada on a business trip.

J. L. Michaud, A.M.Can.Soc.C.E., who died at Montreal, Nov. 14, aged 64, was for 13 years Chief Engineer, Dominion Public Works Department, there.

A. Angstrom has been appointed Naval Architect, Canadian Northern Ry., with office at Toronto. His first work is the designing and supervision of building of a car ferry to run between Steveston and Patricia Bay, B.C.

Clark Hamilton, who died at Kingston, Ont., Nov. 10, was for some years prior to 1882, when he was appointed Collector of Customs, engaged in steamboat business, and commanded the s.s. *Kingston* when the late King Edward, then Prince of Wales, sailed up the St. Lawrence in 1860.

Charles Hughes, who died at Montreal West, early in November, formed a link with the period of Lower Canada and early navigation on the St. Lawrence River. His father was agent at Three Rivers for the Molson line of steamships, and he was for some time a purser on one of those vessels.

Capt. C. T. Knowlton has been appointed Superintendent of Ferries, Canadian Government Railways, in charge of floating equipment. Employees on all floating equipment report to and receive instructions from him, and he reports to the General Superintendent, Intercolonial Ry. Office, Moncton, N.B.

Major Adolphe V. Roy, M.Can.Soc.C.E., formerly Vice President, Sincennes-McNaughton Line, Ltd., Montreal, whose death while performing a heroic action at the front was mentioned in our last issue, is stated to be amongst those recommended for the Victoria Cross. There are several precedents for such a posthumous award.

A. Gordon, at present Lieutenant-Engineer, R.N.R., of H.M.S. *Jupiter*, and formerly Chief Engineer s.s. *Princess Charlotte*, B.C. Coast Service, C.P.R., Vancouver, B.C., has been awarded the Russian Imperial Order of St.

Anne, third class, for services, while engaged in keeping the port of Archangel open last winter under exceptional difficulties.

Capt. J. V. Forster, R.N.R., who has been appointed General Superintendent, Canadian Pacific Ocean Services, Ltd., formed by the C.P.R. steamships and the Allan Line, Liverpool, England, spent his early years at sea in the ships *Highfield* and *Milton Stuart*. In 1889 he entered Elder Dempster and Co.'s service as second mate on the s.s. *Yola*, and three years later was given command of the s.s. *Ashanti*, and a year later transferred to the s.s. *Mount Temple*. The first two vessels were engaged in the West African trade, and the last in the Canadian trade, and it was eventually acquired by the C.P.R. when it took over the Beaver Line to form the nucleus of its fleet. In 1913 he was presented with a gold watch and chain by the President of the United States for services rendered in rescuing the crew of the schooner *Percy* and *Lily* when the vessel foundered in mid-ocean. He succeeded Capt. H. Mowatt as Marine Superintendent, C.P.R., at Liverpool in 1913.

**Emigration and Military Service.**—Various reports have been cabled from England recently, as to the large numbers of men of military age, who are emigrating from Great Britain and Ireland, with a view to avoid possible compulsory military service. Enquiry at the Canadian Emigration Office, London, England, proves that so far as Canada is concerned, there is no truth in the reports, as from the commencement of the war, emigration has been discouraged, and enquiries from men of military age do not average six a month. This policy is strictly followed out also at the C.P.R. and G.T.R. offices; in fact, if a young man of service age makes such enquiries, he is referred to a recruiting sergeant.

**The Regional Construction Co., Ltd.**, has been incorporated under the Dominion Companies Act, with \$100,000 authorized capital and office at Montreal, to carry on business as contractors and builders of railways, telegraph, telephone and transmission lines, canals, bridges, wharves and all kinds of public works. The incorporators are C. G. Hebert, A. Laberge, E. H. Godin and J. E. Morier, Montreal, and E. Lambert, St. Jacques des Piles, Que.

**The Hillsborough Plaster, Quarrying and Manufacturing Co.** has been incorporated under the New Brunswick Companies' Act to build railways, aerial and other tramways, to be operated by steam, electricity or other power, in connection with its quarries. The company has a capital of \$49,000; its office is at Hillsborough, N.B., and its provisional directors are:—J. Blight, Mrs. I. C. Blight, J. L. Peck, C. W. McLatchy, Hillsborough; J. N. Smith, Coverdale, N.B.

**The Imperial Oil Co.** has been granted a supplementary charter under the Dominion Companies Act, authorizing it to increase its capital stock from \$15,000,000 to \$50,000,000, and to extend its powers in various directions, including the power to lease or otherwise acquire railways necessary for its purposes, and to lay tracks on lands owned by it, and to own rolling stock.

**Quinlan and Robertson, Ltd.**, contractors, Montreal, originally incorporated with \$2,000,000 authorised capital, have had it reduced to \$1,000,000 by supplementary letters patent issued under the Dominion Companies Act.

Already 300 miles of the 1,000 miles of railway across Australia, recommended by Lord Kitchener during his visit to the Commonwealth, for strategic purposes, has been built, and it is expected that the line will be finished by the end of 1916.