

is suggested that the grounding of the s.s. Camosun on Digby Island recently might have been prevented if a signal had been placed on Kinnahan Islands.

Seamen employed on steamships sailing out of British Columbia are agitating for increases in pay and improvements in working conditions. They are asking as follows: deck hands \$55 a month for a 9 hour day, and 50c an hour overtime, Sunday and holiday work to be outside of ordinary duty; firemen, \$60 a month; stewards, an increase of \$10 a month. The matter is under consideration, and it is stated that the decision of Capt. J. W. Troup, Manager, B.C. Coast Service, C. P.R., will be accepted by the vessel owners.

Vancouver Island Marine, Ltd., has been incorporated under the B.C. Companies Act, with \$250,000 authorized capital and head office at Victoria, to carry on a general shipbuilding business, under the bill by which the Province is to grant aid to vessels built locally. C. J. V. Spratt, Victoria, is chiefly interested in the company, and it is stated that the building of one or more vessels for the off-shore lumber trade will be proceeded with as soon as possible. Plans have been prepared for a four masted barquentine, which type is considered the best for the trade. This is the first company formed to take advantage of the legislative aid.

The s.s. Algonquin, which was purchased recently from the Port Colborne and St. Lawrence Navigation Co., Toronto, a subsidiary of the Maple Leaf Milling Co., by A. B. Mackay, Hamilton, Ont., has been sold to the Wasieleski Steamship Co., Ltd., a subsidiary of the Nova Scotia Steel & Coal Co., New Glasgow, N.S. She is now being reclassified and refitted, but, at the time of writing, it has not been decided as to what route she will be operated over. She was built at Yoker, Scotland, in 1888, for Thomas Marks & Co., Port Arthur, Ont., and was sold in 1893 to the St. Lawrence & Chicago Steam Navigation Co., Toronto, and lengthened to her present full Welland Canal size. The latter company sold her to the Port Colborne & St. Lawrence Navigation Co. in 1913. She is of steel, divided into three compartments, and has hatches 24 ft. centres, and is equipped with triple expansion engines with cylinders 21, 33 and 54 ins. diam. by 36 ins. stroke, 1,000 i.h.p. at 70 r.p.m., and supplied with steam by two Scotch boilers under forced draught at 160 lbs. Her dimensions are, length 245 ft., breadth 40 ft. 1 in., depth 20½ ft.; tonnage, 1,806 gross, 1,172 register.

Wooden Shipbuilding in the Maritime Provinces.—Recent enquiries for the construction of six ocean going wooden barges of 3,000 tons dead weight capacity each within three months of placing the order, elicited the fact that owing to the difficulty of securing materials and labor, this could not be undertaken, but that three vessels of this type could be built. The cost was given as \$100 a registered ton, which is considered extremely high, and a further offer to build at cost plus 5% is under consideration.

The Buffalo & Fort Erie Steamship Co., Ltd., has been incorporated under the Ontario Companies Act, with authorized capital of \$100,000 and office at Fort Erie, to build, own and operate steam and other vessels, and to carry on a general merchandise and transportation business. The incorporators are, A. Fasken, D. McArthur, G. H. Sedgewick, J. O. Buckley and A. T. Struthers, Toronto.

Mainly About Marine People.

Richard Clancy, who has been in the Allan Line service for 32 years, has been appointed Port Agent, Canadian Pacific Ocean Services, Ltd., Quebec, Que.

D. R. Campbell, shipbuilder, Sydney, N.S., who died there recently aged 51, had been associated with the shipbuilding trade in Sydney for about 18 years.

W. C. Casey, General Agent, Passenger Department, Canadian Pacific Ocean Services, Ltd., Winnipeg, left during May for a two months trip to China and Japan.

James A. Allan, whose death was announced in our last issue, was a grandson of Capt. Alex. Allan, the founder of the Allan Line, and was connected with the service from early life. He was a director of the Allan Line from 1884 to 1909, and after the latter date took no active part in the business.

Capt. Edwin Dunn, a prominent lake navigator, for several years in command of Dominion Government fisheries protection steamships, died recently after a long illness. He was buried at Owen Sound, May 22. The last vessel under his command was the Vigilant, stationed on Lakes Ontario and Erie, and he retired to occupy a shore position for the Ontario Government, in 1907.

Joseph M. Shea, who has been appointed New England Passenger Agent, Canada Steamship Lines, Ltd., Boston, Mass., was born at Springfield, Mass., Feb. 14, 1879, and entered transportation service, June 24, 1899, since when he has been, to June 10, 1900, ticket agent, Boston and Maine Rd. and Central Vermont Ry., Brattleboro, Vt.; June 10, 1900, to Sept. 24, 1904, City Ticket Agent, G.T.R. and Central Vermont Ry., Boston, Mass.; Sept. 24, 1900, to May 1, 1916, Travelling Passenger Agent, same railways, Boston, Mass.

A. J. Blaisdell, who was appointed General Agent, Passenger Department, Canadian Pacific Ocean Services, Ltd., Shanghai, China, in January, died at Washington, D.C., May 10. He had been in C.P.R. service for several years, and prior to Oct., 1908, was City Passenger Agent, St. Louis, Mo.; Oct., 1908, to Mar., 1913, General Agent, Passenger Department, Cincinnati, Ohio; Mar., 1913, to July, 1914, General Tourist Agent, Montreal; July, 1914, to Jan., 1916, General Agent, Passenger Department, Railway and Steamship Lines, St. Louis, Mo.

J. F. Dolan, who has retired from the position of General Agent, Passenger Department, Canada Steamship Lines, Ltd., Boston, Mass., to enter private business in Montreal, was entertained to luncheon and presented with a silver tea set by a number of transportation representatives at Boston, May 2. He entered steamship service in 1893, as City Passenger and Ticket Agent, Richelieu and Ontario Navigation Co., Toronto, and in 1901 was appointed Passenger and Stock Transfer Agent, same company, Montreal. From 1913 to 1914, he was District Passenger Agent, same company at Boston, Mass., since when he has been General Agent, Passenger Department, Canada Steamship Lines Ltd., there.

C. E. Croft, recently appointed Chief of the Commissary Department, Canada Steamship Lines, Ltd., Toronto, was born at Cobourg, Ont., Aug. 26, 1882, and entered steamship service in Apr. 1904, since when he has been, to 1907, stenographer, Passenger Department, Richelieu & Ontario Navigation Co., Montreal; 1907 to 1911, secretary to Traffic Manager, same company, Montreal; 1911 to

1913, chief clerk, Traffic Department, Montreal; 1913 to 1914, chief clerk to Manager, Eastern Lines, same company, Montreal; 1914 to 1915, chief clerk to Operating Superintendent, Canada Steamship Lines, Ltd., Montreal; 1915 to March 1916, General Agent, same company, Toronto.

The Imperial Oil Co.'s s.s. Iocolite was launched at Collingwood, Apr. 29. This is the second of three vessels which the company is having built there. They are of steel, 258 ft. long, 43 ft. beam and 18 ft. deep to main deck, with an expansion trunk 7½ ft. above the deck running fore and aft. The hull is fitted with closely spaced bulkheads athwartships, and a continuous longitudinal bulkhead to divide the hold spaces into 10 tanks for crude or refined oil, and 4 tanks for carrying lubricating oil. A cross bunker for fuel oil is fitted forward of the boiler room, and the pump room is located at the fore end of the foremost tank. The vessel is to have a speed of 8 knots an hour when fully loaded.

British Government War Risk Insurance.—The British Government, in connection with the insurance of ships' cargoes against war risks, has adopted a new method of dealing with these insurances, which effects a considerable saving in clerical work, and at the same time is of advantage to merchants and brokers in the expedition of their business. Under the old system, a policy to cover war risk was issued for each insurance, but under the present scheme, a floating policy for a very large amount has been effected, and the slips, that is, the detailed applications for insurance, are themselves validated as certificates entitling the holders to the benefit of the floating policy.

Rules of the Road for the Great Lakes. The Marine Department has issued a booklet containing the rules of the road for the Great Lakes, as adopted by order in council, Feb. 4. They cover the territory including Georgian Bay and connecting and tributary waters and the St. Lawrence River as far east as the lower exit of the Lachine Canal, and the Victoria Bridge, Montreal, and are a revision of former rules, with no changes of importance with regard to the lights and signals to be used. Special regulations for the operation of motor boats are included in the new edition.

Quadra-Charmer Collision.—Subsequent to the delivery of the judgment on the collision between the Dominion Government s.s. Quadra and the C.P.R. s.s. Charmer, near Nanaimo, B.C., Feb. 26, in which the former vessel was lost, it was announced, as stated in our last issue, that the master of the Quadra intended, on the advice of counsel, to appeal to the Minister of Marine against the judgment, on the ground that the finding was opposed to the trend of the evidence. We were advised recently that the Department of Marine had received no intimation of an appeal. One of the nautical assessors dissented from the judgment rendered.

Coasting Voyages Extended.—The Dominion Parliament has amended the Canada Shipping Act, extending the definition of a coasting voyage, to mean a voyage between any port in Canada and any other port in Canada, Newfoundland, Labrador, St. Pierre-Miquelon, United States, Mexico, Central America, the West Indies or the eastern coast of South America, and on the coast of Alaska, or the western coast of South America, not farther south than 40 deg. south latitude.