

taken up in England, during the visit of the Prime Minister and the Minister of Public Works, is that of constructing a dry dock at Esquimalt. It is stated that should the British Admiralty consider that such work is a necessity, orders will be given at once to make an immediate start on it.

The maintenance of the lights, buoys, and beacons along the coast is being attended to by the Dominion Government steamships Estevan, Leebro, and Newington, this year. The Newington is replacing the s.s. Quadra, which was wrecked last year. As mentioned in our last issue, the Government has placed \$150,000 in the estimates for the current year for the construction of two steamships to take the place of the Quadra, but, such construction is to remain in abeyance for the present.

The second of the auxiliary powered vessels which are under construction at North Vancouver, for the Canada West Coast Navigation Co., was launched Mar. 6, and named Geraldine Wolvin. The previous vessel launched at North Vancouver was named Mabel Brown. Other vessels for the same company are under construction on the Island, the Margaret Haney having been launched there a few weeks ago, and the Laura Whalen on Mar. 19. The fifth vessel to be launched will be the Jessie Norcross at North Vancouver, early in April.

In our last issue mention was made of the Victoria Board of Trade's complaint that vessels built at Victoria for Canada West Coast Navigation Co., were registered at Vancouver. Representations made by the board to the company elicited the statement that it was customary, wherever possible, that all vessels of a fleet be registered at the same port, and the company's financial arrangements had all been made on the basis of a Vancouver registry, where the company's head office is located. It was also stated that the interests managing the company hope to build another two vessels at Victoria, which would not be for Canada West Coast Navigation Co., when Victoria registry would probably be arranged.

The Panama Canal through Culebra Cut is said to be now in better condition than ever before. The cut, which has been dredged through the slides, has a minimum depth of 33 ft. and the least width of a channel of 30 ft. depth is 180 ft. at the point opposite Gibraltar rock. This rock projects into the channel about 110 ft., and extends along the channel about 200 ft. It has been blasted away until it now rises only about 30 ft. above the water. Two dredges are at work on the removal of this rock and are dredging behind it to prevent its being pushed forward. Work of the dredging force of the canal on Sundays and holidays was discontinued on Dec. 3, except for the force engaged in blasting at Gibraltar. Since June 1, 1915, dredging was carried on in the cut continuously with three shifts a day, including Sundays and holidays until Dec. 3.

Lakeside Coal & Transportation, Ltd., has been incorporated under the Dominion Companies Act, with \$50,000 capital, and office at Montreal, to carry on a general coal and navigation business.

The Marine Navigation Co. of Canada, Ltd., has been incorporated under the Dominion Companies Act, with \$50,000 authorized capital, and office at Montreal, to carry on a general steamship and navigation business.

Mainly About Marine People.

Capt. John Bonar, a well known master on the Great Lakes and the Bay of Quinte, died at Cobourg, Mar. 5, aged 83.

F. S. Spence, who was, for some years prior to 1911, member of the Toronto Harbor Commission, died at Toronto, Mar. 7.

James S. Paige, formerly associated with the Fore River Shipbuilding Co., Quincy, Mass., has been appointed General Manager, Port Arthur Shipbuilding Co., Port Arthur, Ont.

Senator H. W. Richardson, Kingston, Ont., Vice President, Great Lakes Transportation Co., has been appointed a member of the Provincial Resources Committee, constituted by the Ontario Legislature's authority.

Lt. Col. W. P. Anderson, C.M.G., Chief Engineer Marine Department, was on a trip of inspection along the British Columbia coast during March and spent some time looking over the various proposals for harbor development at Vancouver.

C. Gregoir, Superintendent of the Port Arthur Shipbuilding Co.'s dry dock, Port Arthur, Ont., was presented with a diamond ring by the employes, Mar. 14, on leaving Port Arthur for Buffalo, N.Y., where he has been appointed Superintendent, Buffalo Dry Dock Co.

Capt. J. N. P. Ritchie, who died at Victoria, B.C., recently, aged 58, was formerly master of the C.P.R. s.s. Princess Patricia. He was born at Yarmouth, N.S., and commenced his sea life in 1875 on Atlantic sailing vessels. He settled in British Columbia in 1893, and was, for some time, master of the s.s. Joan, owned by the Esquimalt & Nanaimo Ry. Subsequently he served with the Canadian Pacific Navigation Co., and remained in the service when that company was taken over by the C.P.R.

Capt. Gilbert Johnston, Consulting Engineer, Canada Steamship Lines, Ltd., Montreal, died there, Mar. 13, aged 64, after a prolonged illness. He was born at Kingston, Ont., the son of Gilbert Johnston, foreman at the Calvin Co.'s shipbuilding yard at Garden Island. He entered the steamboat business at an early age, and was eventually master of the s.s. Hero. In 1894 he was appointed Mechanical Superintendent, Richelieu & Ontario Navigation Co., Montreal, retaining that position on the taking over of the company by Canada Steamship Lines, Ltd., until his practical retirement from active service in Apr., 1916, when he was appointed Consulting Engineer.

W. E. Burke, Assistant Manager, Canada Steamship Lines, Montreal, who has been elected a director of the company, was born at Belleville, Ont., Sept. 23, 1881, and entered steamships service May 1, 1905, since when he has been, to Dec. 1, 1905, purser, s.s. Picton, Richelieu & Ontario Navigation Co., Montreal to Toronto; Dec. 1, 1905, to Dec. 31, 1906, Soliciting Freight Agent, same company, Toronto; Dec. 31, 1906, to Dec. 31, 1907, Travelling Freight Agent, same company, Toronto; Dec. 31, 1907, to Apr. 10, 1909, Travelling Freight Agent, Mutual Steamship Co., Toronto; Apr. 10, 1909, to Apr. 1, 1910, General Freight Agent, Merchants Mutual Line, Toronto; Apr. 1, 1910, to Jan. 1, 1914, Traffic Manager, same company, Toronto; from Jan. 1, 1914, Assistant Manager, Canada Steamship Lines, Ltd., Montreal. He was President, Dominion Marine Association, for 1916.

Denis Murphy, President, Ottawa Transportation Co., died at Ottawa, Mar. 12 after an illness of several months, owing to a growth on the spleen. He was born at Cork, Ireland, Apr. 2, 1842, came to Canada in 1849, and was educated at Chatham, Que. He entered transportation service in 1856 as purser on McPherson & Crane's steamboat plying between Montreal and Kingston and was subsequently master of a steamship on the same route. In 1865 he was engaged by the Montreal & Ottawa Forwarding Co. as master of one of its steamships, and in the following year was appointed Ottawa manager of that company's business. In 1880 he entered the towing and transportation business in partnership with J. W. McRae and A. A. Buel, and traded as D. Murphy & Co. On account of the growth of the business, the Ottawa Transportation Co. was incorporated in 1892, with D. Murphy as President, which position he held to the time of his death. From 1902 to 1906, he was one of the members for Ottawa in the Ontario Legislature, and was a member of the Timiskaming & Northern Ontario Railway Commission from 1905. He was one of the largest shareholders in the Ottawa Electric Ry., and was identified with that company almost from its inception. Amongst other transportation concerns with which he was connected were: Shawinigan Water & Power Co., Montreal Terminal Ry., Chateaugay & Northern Ry., Canadian Railway Accident Insurance Co., etc. Brevet Colonel G. P. Murphy, C.M.G., his only son, formerly Managing Director of the Ottawa Transportation Co., is at home on leave from his military duties.

Shipbuilding Encouragement in Nova Scotia.—The Lieutenant Governor's speech from the throne, at the opening of the Nova Scotia Legislature recently, contained the following paragraph:

"It is most gratifying to observe, in almost every portion of the province, renewed activity in shipbuilding. The adaptability of the people of Nova Scotia to assist in providing ocean transportation is well recognized, and it is confidently hoped that our province will again become a ship building centre. It would be a matter for satisfaction if the present demand for tonnage resulted in the establishment of a permanent steel ship building industry in this province. The question of offering further aid to this end is engaging the government's serious attention."

Government Vessel for Pacific Coast Trade.—Ottawa press dispatch, Mar. 22.—For some time negotiations have been conducted by the Railways Department for the purpose of establishing steamship communication between Atlantic and Pacific ports. A contract has been made with the Wallace Shipyards, Ltd., of North Vancouver, for a vessel, 225 ft. long, with a freight capacity of 2,500 tons, to cost about \$200,000, and to be delivered within the next 10 months. Negotiations are in progress to have a similar vessel built in Victoria.

Requisitioning of Canadian Vessels.—In response to a question in the British House of Commons, Mar. 7, the information was given that the requisitioning of British vessels registered in the Dominions was under discussion with the Dominions' representatives then in England. In the meantime an arrangement had been made with the Canadian Government, under which no Canadian vessels were requisitioned except through or by the Canadian Government.