

## Manitoba, Saskatchewan and Alberta.

The Ross Navigation Co.'s steamboat Nipawin was launched at Pas, Man., June 16. Her dimensions are: length, 100 ft. over all; hull, 85 ft.; beam, 20 ft.; depth, 4½ ft. She will be fitted with one pair sternwheel engines, 8 in. diameter, with 42 in. stroke, and a dry-back Scotch boiler 6 ft. in diameter by 8 ft. long, with 150 lb. steam pressure. She will be equipped with all modern conveniences, including electric light and hot and cold water, and will have accommodation for 30 passengers and a carrying capacity of 30 tons of freight on a 2 ft. draught. She will be used in passenger and freight traffic between Pas and Sturgeon Landing, in connection with mining development north of that point. It is also intended to establish a regular service as well between Pas and Nipawin, a prosperous farming settlement about 200 miles west of Pas on the Saskatchewan River. The Ross Navigation Co. has been operating boats from Pas for the past eight years, and has 2 steam tugs each towing barges, hauling copper ore from Sturgeon Landing to Pas.

## British Columbia and Pacific Coast.

The Wallace Shipyards, Ltd., North Vancouver, B.C., is being sued by the Matsuo Co., Seattle, Wash., for \$52,500, claimed as commission on the sale of four steamships to Otto Dahl, Philadelphia, Pa., representing certain Norwegian interests.

Preliminary plans for a freight shed to be erected on the Government wharf at Vancouver, show a building 1,005 ft. long, 92 ft. wide and 20 ft. high under trusses. As soon as the final plans have been approved, tenders will be invited by the Dominion Public Works Department for the construction of the shed.

Mention was made in a recent issue of an action by the British Columbia Salvage Co. against the Pacific Coast Steamship Co. for salvage service in connection with the s.s. Congress. The Pacific Coast Steamship Co. has now entered a counter action, claiming that the salvage company's tug abandoned the Congress and when it returned the vessel had drifted from a soft bottom to a ledge where she pounded, receiving considerable damage. The counter claim is for \$200,000.

The C.P.R. is being sued at Vancouver by Balfour, Guthrie & Co. for loss sustained by the heating of a cargo of grain on the s.s. Monteagle in Mar., 1915. It is alleged that the heating was caused by improper ventilation of the vessel. The C.P.R. contends that its vessels are equipped with the most modern ventilating appliances and there are none on other of its vessels which is not on the Monteagle. Expert evidence was called to prove that the structural arrangement of the vessel was correct and that moisture in the grain was the most frequent cause of heating.

The United States Navy Yards shipbuilding facilities are being expanded so that eventually 16 war vessels may be on the ways at one time, while fully 32 may be in course of construction. This number does not include submarines and submarine chasers.

The Port Arthur Shipbuilding Co. reports that its orders in hand for delivery by the close of navigation in 1918, approximate \$6,000,000.

## Mainly About Marine People.

D. O. Lesperance, Chairman, Quebec Harbor Commission, has been elected President, General Car & Machinery Co., Montmagny, Que.

James Playfair, President and General Manager, Great Lakes Transportation Co., returned recently from California, where he went to recuperate after an operation for appendicitis.

Capt. R. F. Carter, who has commanded the s.s. Maid of the Mist, the sight-seeing steamboat at Niagara Falls, for 32 years, has retired, and has been succeeded by Lieut. Williams.

Capt. F. W. Livingstone, master of the barge Baroda, and formerly foreman, Empire Stevedoring Co., and subsequently in charge of the B. C. Longshoremen's Association, and member of the Shipmasters' Association of British Columbia, died at Cumberland, Vancouver Island, recently, from pneumonia, contracted as a result of exposure after rescuing his only boy from Union Bay.

W. I. Gear, Vice President, Robert Reford Co., steamship agents, etc., Montreal, who is acting as Director of Steel Shipbuilding for the Imperial Munitions Board at Ottawa, has been elected a director of Wabasso Cotton Co., Ltd.

F. S. Henning, Superintendent of the filtration plant at Toronto Island, died at Toronto, from cancer of the bowels, aged 58. In his early life he was a marine engineer in the Maritime Provinces, and later went west, where he continued the same business on Lake Winnipeg. He was in city service in Toronto for about 19 years.

H. W. Crawford, who was recently appointed General Agent, Canada Steamship Lines, Ltd., Cleveland, Ohio, was born at Bowmanville, Ont., Aug. 24, 1887, and entered Richelieu and Ontario Navigation Co.'s service, May 1, 1913, since when he has been, to 1914, Travelling Passenger Agent, Rochester, N.Y.; 1915 to 1917, District Passenger Agent, Chicago, Ill.

David Sylvester, who died at Toronto, July 18, aged 79, was first connected with lake navigation in 1848, when, at the age of 10, he sailed on the schooner Clarissa, then operating from the Humber River, Lake Ontario to Oswego, N.Y., with flour. He gave up the actual sailing of vessels in 1868, and in partnership with his brother, leased the Church St. wharf and elevator, where he carried on a general wharfage, grain storage and vessel owning business, from which he retired a few years ago. It was an interesting feature of the grain elevator operated by the brothers, that the grain was elevated in buckets containing 5 bush. at a time, which were drawn to the top of the cupola by a rope, running over grooved pulleys, and attached to a horse, which strolled a regulation number of feet into the yard every time a bucket of grain was elevated.

Japanese Steamships for the U.S.—It is reported that arrangements are being made between the U. S. and Japanese Governments, that the latter will supply about 50,000 tons of shipping for U. S. use, in return for shipments of steel. The Japanese Government is also endeavoring to induce the U. S. Shipping Board to place orders for steamships in Japan. It is said that steel vessels can be turned out there in about four months provided steel can be supplied.

## Lake Vessels for Winter Service on the Atlantic.

A correspondent of the Toronto Globe, in writing in reference to the destruction of a German submarine by the Canadian s.s. Meaford, says: "I wonder why the large fleet of steamships similar to the Meaford should be idly tied up for four months of the year, in various Great Lake ports, when they could be usefully employed during this period in aiding materially to solve the critical transportation problem, which is of such vital moment to the allies at this time, and will be more so as the winter approaches, and the need becomes more urgent for the transportation of food supplies and munitions from America to Europe. Practically all of the lake steamships are capable of standing the test for ocean service, and there is no reason why this great fleet of Canadian and United States owned ships such as the Meaford should not be transferred with the approach of winter to the Atlantic seaboard and employed in helping to solve this transportation problem. Such employment would be both profitable to the owners of the vessels and helpful to the great cause, and with such a large fleet of ships of fairly uniform capacity and speed steps could be taken to convoy them that would largely, if not entirely, guard against submarine attacks, since experience shows that, where sufficiently convoyed, vessels can safely traverse the route between Europe and America, as witness the record established in the transportation of some 400,000 men from Canada to Britain without the loss of a transport.

Reciprocal Coasting Arrangement between Canada and the United States.—The following order in council has been passed changing the coasting regulations for U.S. vessels: Vessels of the United States shall be permitted to engage in the coasting trade of Canada on the inland waters between Lake Superior ports and Montreal without penalties being imposed, during the remainder of 1917. This regulation shall remain in force so long as similar privileges are in effect granted to Canadian vessels by the United States. An arrangement in the form of the practical suspension of penalties imposed by the navigation laws, on application from the foreign ships concerned, has also been made by the United States Department of Commerce, whereby Canadian vessels are enabled to carry cargoes from one U.S. port on the Great Lakes to another.

The Reid Towing and Wrecking Co., Ltd., which took over the Canadian business of the Reid Wrecking Co., Ltd., Sarnia, Ont., recently, has acquired the complete wrecking outfit, together with docks lands and buildings of the old company. The steam tugs, etc., named James Reid, Smith, Sarnia City, S. M. Fisher and Manistique, are also included. The company is at present engaged in salvage work on the s.s. Saxona, near Detour, R. M. Wolvin, Montreal, is President; and F. S. Isard, Comptroller, Canada Steamship Lines, Montreal, is Treasurer, and Capt. J. T. Reid, Sarnia, is Manager.

The Seattle Construction Co. has entered action at Vancouver against Grant, Smith & McDonnell, contractors, for \$150,000 damage done to a floating dry dock which was capsized and smashed while under lease to the contractors on their work on the construction of the breakwater at Victoria.