

at the end of the year, or early in 1915.

A quantity of structural steel, lumber and machinery has been assembled at Prince Rupert, in preparation for the construction of the Grand Trunk Pacific Dry Dock Co.'s dry dock and ship repair plant there, which, it is stated, will commence immediately.

The Islands Transport and Trading Co., Ltd., has been incorporated under the British Columbia Companies Act, with \$100,000 capital and office at Victoria, to take over the business of the East Coast Transport Co., and to carry on a general trading and transportation business.

The C.P.R. s.s. Princess Mary, on which considerable overhauling and repair work is being done at Esquimalt, is also being lengthened 40 ft., thus making her 240 ft. long. She was built at Paisley, Scotland, in 1910. It is anticipated that she will be ready for service during March.

The master of a schooner, which recently arrived at Vancouver, from Japan, has been fined \$450 and costs for a breach of the immigration regulations, in allowing three of his Japanese crew to land and escape. The steward was fined \$150 for aiding and abetting. It was claimed in the evidence that the three men were not entered in the ship's articles.

The contract for the harbor improvement works at Victoria is reported to have been awarded to Hon. Angus McDonnell, who has been conducting a contracting business on the Pacific coast for some time. He carried out some railway contracts in British Columbia in conjunction with Grant Smith and Co., under the name of Grant Smith and McDonnell.

On instructions from the U. S. Attorney General, charges were laid at Juneau, Alaska, Feb. 5, against a number of steamship companies operating on the Pacific coast, including the C.P.R., and the White Pass and Yukon Route, for alleged violation of the anti-trust law in discriminating against the Humboldt Steamship Co., in connection with business at Skagway.

The first vessel intended for the ocean going trade, to be built on the Fraser or Pitt Rivers, was launched at Coquitlam, Jan. 31. She is a three masted schooner, with auxiliary engines burning oil, and is intended for trade between British Columbia ports and the West Indies by way of the Panama Canal. She is 215 ft. long by 40 ft. beam, and has been named City of Coquitlam.

The British Columbia Minister of Works promised a deputation recently that he would take up the question of providing a suitable ferry steamboat to take the place of the existing one, at the crossing of the Fraser River between Slough and Ladner. The present vessel is inadequate for the service and a larger one with capacity for about 20 teams will probably be built in the near future.

The British Columbia Marine Railway Co.'s plant at Esquimalt has been acquired by A. F. Yarrow and Son, of Scotland, and will, it is announced, be operated under the name of Yarrow's Limited. The plant comprises 8 acres of land, marine railway, docks, shipbuilding and repairing plant, etc., and it is stated that considerable extensions are being planned for the near future, in view of the possibility of the construction of naval vessels under the Dominion Government.

The C.P.R. s.s. Princess Sophia, which ran ashore in Blenkinsop Bay, near Port Harvey, at the end of January, on her way down from Alaska ports, is being repaired at Victoria. The work covers the removing and replacing of from 15 to 18 plates on the starboard bow, and the straightening

of a number of frames. It is expected that she will be ready to resume her service early in March. In the meantime her place has been taken by the s.s. Princess Maquinna.

The Vancouver Shipmasters' Association has called the Marine Department's attention to the fact that so called fishing vessels are being used for other than fishing work, such as for towing purposes, and for carrying passengers and cargo. This complaint applies to Vancouver and Prince Rupert, and is attributed to lack of inspectors on the coast. It was pointed out that there is only one inspector of hulls for the province, which is not sufficient for the proper carrying out of the work.

The Union Steamship Co.'s s.s. Vadso struck a rock near Stewart, during a snow storm, Feb. 3, and became a total loss. The vessel was built at Gothenburg, Sweden, in 1881, and was acquired by the Union Steamship Co., when it took over the Boscowitz Steamship Co., about two years ago. She was screw driven by engine of 110 n.h.p. Her dimensions were—length 191.2 ft., breadth 28.7 ft., depth 21.7 ft.; tonnage, 908 gross, 698 register. It is stated that the company has practically decided to replace the Vadso with a larger and more up to date vessel.

The names of the following navigation companies registered in British Columbia have been struck off the companies register:—Burrard Steamship Co., Comet Transportation Co., Horsefly Trading and Transportation Co., Malahat Tug Co., Michigan Towing Co., Progressive Steamboat Co., Sechelt Steamship Co., Sidney and Nanaimo Transportation Co., Terminal Steamship Co., Torpedo Freighting and Tug Co., Vancouver Steamship Co., Victoria and Vancouver Stevedoring and Contracting Co., Victoria Dock Co., Canadian Arctic Whaling Co., Fort George Timber and Transportation Co., Imperial Fisheries, Kyax Navigation Co., Pacific Towing and Contracting Co., Vancouver Quesnell Navigation Co.

Canadian Notices to Mariners.

The Department of Marine has issued the following:—

24. Jan. 26. Quebec, River St. Lawrence, Lake St. Francis, change in position of gas buoys.
25. Jan. 26. Quebec, River St. Lawrence, Lake St. Francis, McKie Point, light discontinued.
26. Jan. 26. Ontario, Lake Erie, Port Stanley, dredging.
27. Jan. 26. Ontario, Lake Erie, Rondeau, dredging.
28. Jan. 26. Ontario, Lake Huron, Goderich, intended change in character of main light.
29. Jan. 28. Prince Edward Island, northwest coast, North Point, change in character of light.
30. Jan. 28. Quebec, Chaleur Bay, Caspédia Bay, New Richmond, Duthie Point, light discontinued.
31. Jan. 28. Quebec, River St. Lawrence below Quebec, Longue Pointe, conical buoy replaced by gas buoy.
32. Jan. 28. England, south coast, Plymouth Sound, sunken obstruction to be placed.
33. Jan. 29. New Brunswick, Miramichi River, southwest branch, Clousten Bar range lights established.
34. Jan. 29. Nova Scotia, Margaretville, Wedgeport, Barrington, Pearl Island, Country Island, names.
35. Jan. 29. Nova Scotia, d'Escousse, Port Morien, Port Hood Island, Havre, Bouche, names.
36. Jan. 31. Ontario, Bay of Quinte,

Telegraph Narrows, dredging, buoyage.

37. Jan. 31. United States of America, Lake Ontario, east end, Charity Shoal buoy to be moved and changed.

38. Jan. 31. Nova Scotia, Cape Breton Island, Little Bras d'Or, northern entrance, dredging.

39. Feb. 3. Nova Scotia, Bay of Fundy, entrance to Digby Gut, Point Prim, intended change in character of light.

40. Feb. 3. Nova Scotia, Bay of Fundy, Ile Haute, intended change in character of light.

41. Feb. 3. Nova Scotia, south coast, West Ironbound Island, intended change in character of light.

42. Feb. 3. Nova Scotia, Cape Breton Island, south coast, Guion Island, intended change in character of light.

43. Feb. 5. British Columbia, Vancouver Island, southeast coast, Esquimalt harbor entrance, Scroggs rocks, buoy established.

44. Feb. 5. British Columbia, Vancouver Island, southeast coast, Victoria harbor, westward of Shoal Point, buoy to be moved as work of widening harbor progresses.

45. Feb. 5. British Columbia, Strait of Georgia, Ballenas Islands, intended change in character of light.

46. Feb. 5. British Columbia, Malaspina Strait, Thormanby Islands, Tattenham Ledge, change in character of buoy.

47. Feb. 5. British Columbia, Chatham Sound, Port Simpson, off Alexander Point, buoy established.

48. Feb. 9. British Columbia, Queen Charlotte Islands, St. James Island, Cape St. James, lighthouse established.

49. Feb. 10. New Brunswick, south coast, Bay of Fundy, Dipper harbor, McLennan reef, buoy established.

50. Feb. 10. New Brunswick, south coast, Bay of Fundy, Chignecto channel, off Matthews Head, whistling buoy to be established.

51. Feb. 10. New Brunswick, east coast, Northumberland Strait, Richibucto Head, intended change in character of light.

52. Feb. 10. Quebec, River St. Lawrence, Channel patch, position of gas and bell buoy, correction.

53. Feb. 12. New Brunswick, south coast, Bay of Fundy, Barn Island ledge, spindle erected.

54. Feb. 12. New Brunswick, south coast, Bay of Fundy, Letite Passage, east of Parker Island, Splitting Knife ledge, spindle erected.

55. Feb. 12. Quebec, River St. Lawrence, Pointe des Monts, intended change in character of light.

56. Quebec, River St. Lawrence, Three Rivers, dredging.

57. Feb. 14. Nova Scotia, off Blonde Rock, and off Egg Island, submarine bell buoys to be established, off Cape Fourchu, northward of Chebucto Head, and Harbor Shoal, Louisburg harbor, electrically operated submarine fog bells to be replaced by submarine bell buoys.

58. Feb. 14. Quebec, River St. Lawrence, off Little Metis, submarine bell buoy to be established.

59. Feb. 18. Manitoba, Lake Winnipeg, Red River mouth, new channel, range lights established, old range lights discontinued.

60. Feb. 19. Ontario, Georgian Bay, Wau-
baushene, buoys, Matchedash Bay, Wau-
baushene to Fesserton, changes in buoy-
age.

61. Feb. 19. Ontario, Lake Superior, Cloud Bay, dredging, buoys.

62. Feb. 19. British Columbia, off Cape Beale, Gossip shoals and Spanish bank, submarine bell buoys to be established.

63. Feb. 19. British Columbia, Vancouver Island, southeast coast, Victoria harbor entrance, Ogden Point, breakwater under construction, change in position of lights.