

## Mainly About Marine People.

**D. J. McKinnon**, Sydney, N.S., has been appointed harbor master of the port, vice A. McQuarrie, resigned.

**W. G. Ross**, Chairman, Montreal Harbor Commissioners, has been appointed Director of Naval Recruiting for Quebec Province.

**Sir Montagu Allan**, formerly of the Allan Line Steamship Co., Montreal, has taken a house in Park Lane, London, Eng., for the winter.

**Capt. E. Kinney** has resigned as master of the Boston and Yarmouth Steamship Co.'s s.s. Prince George, on receiving an appointment under the Dominion Government on the Pacific Coast.

**Capt. A. Simms**, heretofore master of the Eastern Steamship Corporation's s.s. Boston, has been appointed master of the Boston and Yarmouth Steamship Co.'s s.s. Prince George, vice Capt. E. Kinney resigned.

**Alexander Cox**, master of the Canadian Northern Ry. barge no. 1, operating between Port Mann and Vancouver Island, was drowned at Port Mann, Jan. 1. It is supposed that he missed his footing when returning to his vessel in the dark.

**H. W. Richardson**, who has been appointed to the Senate, is head of the firm of James Richardson & Sons, grain dealers, Kingston, and is Vice President, Great Lakes Transportation Co., Midland, Ont., and one of the Dominion Government directors of the Canadian Northern Ry.

**Capt. J. E. McDonald**, formerly in the Dominion Government service as mate of the s.s. Quadra, and **Capt. Dickson**, master of the Union Steamship Co.'s s.s. Camosun, have joined an inland water transport unit, recruited in British Columbia, and were expected to leave Canada during January, for Mesopotamia.

**Capt. William Babb**, who died at Goderich, Ont., aged 77, commenced his seafaring career as a midshipman in the Royal Navy, and after obtaining his papers as a first class gunner, put in several years in service round the British coast and in the Mediterranean Sea, on H.M.S. Marlborough, under Lieut. Fisher, now Rear Admiral Fisher, R.N. He came to Canada in 1860 on the H.M.S. Cherub and was engaged in patrolling the Detroit River guarding against Fenian raiders, and went with that vessel on patrolling service in the West Indies, and transferred to the H.M.S. Revenge in 1870. He settled in Goderich in 1870, and served on the s.s. Prince Albert during the Fenian raid of that year as gun instructor.

**Herbert Newbold McMaster**, who has been appointed Marine Superintendent, Montreal Transportation Co., Kingston, Ont., was born at Deseronto, Ont., Aug. 6, 1876, and commenced his navigation career in the spring of 1890, since when he served in various capacities, to the autumn of 1897, on Frank McMaster's fore and aft schooners, Picton, and Anandale, and on the Standard Oil Co.'s s.s. Vanallen; 1898, mate, s.s. Resolute, Deseronto Navigation Co.; 1900 and 1901, mate, s.s. Advance, Mathews Steamship Co.; 1902 and 1903, mate, Frank McMaster's schooner, Emerald; 1903, mate, s.s. Fairmount, Montreal Transportation Co.; 1904, mate, s.s. Iroquois, St. Lawrence and Chicago Steam Navigation Co.; 1905 and 1906, master, s.s. Golspie, R. O. & A. B. Mackay; 1906, master, s.s. Edmonston, Mathews Steamship Co.; 1907 to 1912, master, various steamships, Mont-

real Transportation Co.; Jan. 1, 1913 to Dec. 31, 1916, Assistant Marine Superintendent, Montreal Transportation Co., Kingston, Ont., and for the last two years at New York, superintending the movement and repair of the company's vessels engaged in Atlantic service, calling at ports between Halifax, Newport News and the West Indies. In the early stage of his career he was a ship's carpenter, and during the winter was engaged at the Deseronto shipyards.

**J. C. Gore**, Superintendent, British Columbia Lake & River Service, C.P.R., died suddenly at Nelson, Jan. 18. He had been laid up for a few days with grippe, but had been at his office on the day of his death. He was seized with an attack of coughing, and died from heart failure. He went to British Columbia from the Willamette River in 1891, and was appointed captain for the Columbia & Kootenay Steam Navigation Co., then operating steamboats on the Okanagan, Arrow, Kootenay and Slocan Lakes, and was master of the steamboat Nakusp. When the C.P.R. acquired that company in 1896 he entered C.P.R. service, and in 1901, when the C.P.R. acquired the Canadian Pacific Navigation Co., he was appointed as Superintendent of the Lake and River Service.

**The Outlook for Lake Shipping.**—The Canadian Bank of Commerce monthly commercial letter for January says: "There is little doubt that there will be for some years to come abundant employment for a larger tonnage on the Great Lakes than is at present in service. British registered steel tonnage on the lakes is now 218,019 tons, compared with 286,121 tons at the close of the 1915 season. The tonnage of new vessels added to the lake service during 1916 was 12,218 tons, and that of vessels purchased from the U.S. and added to British registry was 15,349 tons. The decline is due to the transfer to ocean service of 50 vessels, aggregating 95,669 tons. This decline in tonnage is serious in view of the expanding volume of lake traffic, and under the circumstances it is reasonable to assume that Canadian shipbuilders have before them a period of unusual activity. A large proportion of the total lake freight traffic consists of iron ore and the carriage charges per ton at present are \$1.25 compared with the normal rate of 50c, a marked indication of the general increase in the cost of transportation."

**Vessels Turning in the River at Fort William.**—About the middle of 1916 an order in council was passed requiring all vessels desiring to turn when in the river

at Fort William, to go into one of the turning basins for the purpose. The Dominion Marine Association, at the time, protested against the order, on the ground that it would work unnecessary hardship on canal sized vessels, without corresponding advantage. The Marine Department took the matter under consideration, but decided that for the time being, the regulation would have to stand. The association has further considered the matter, and it has been decided to ask for the exemption of canal size vessels, in two sections of the Kaministiquia River, subject to such proper supervision as the department may require. It was also decided to point out that turning basins should be above, rather than below bridges, where possible, particularly where a long stretch of frequented water is below the bridge, and vessels are required to pass the bridge to make a turn. The practice of mooring or laying up vessels along the shores of the turning basins is also being protested against.

**Chicago Drainage Canal and Great Lakes Levels.**—The Dominion Marine Association has again had under consideration the withdrawal of water from the Great Lakes, for use through the Chicago Drainage Canal, and has decided to bring the matter before the Shipping Federation of Canada and the Lake Carriers' Association, with a view to joint action, either by way of appeal to the respective governments or by joint application to the International Joint Waterways Commission.

**Grain Shortages and Overages in Cargoes.**—The Dominion Marine Association had under discussion recently the regulations regarding the outruns of grain cargoes and the adjustment or shortages and averages, and an interim report on the subject by a special committee appointed by the Grain Commission to consider a scheme for adjustment which would be satisfactory to all parties.

**Load Line Restrictions on Vessels to Australia.**—The Dominion Government is negotiating with the Australian Government for a modification of the load line restrictions imposed on Canadian vessels trading with Australia. The matter is being handled by the Marine Department, and it is expected that the discrimination which exists under the present regulations will be done away with.

**British Shipbuilding.**—It is announced from London, Eng., that the Government has issued instructions to several shipyards where high class passenger vessels are under construction, that such work must cease and the labor be diverted to the construction of plain cargo vessels.

## Shipments of Grain from Fort William and Port Arthur.

Following are comparative statistics, supplied by the Board of Grain Commissioners, showing the total bushels of each kind of grain shipped from Fort William and Port Arthur in Canadian and United States vessels during 1913, 1914, 1915 and 1916:

	Wheat.	Oats.	Barley.	Flax.	Totals.
1916—					
895 Canadian vessels . . . . .	97,288,766	44,015,292	6,235,464	1,715,590	149,255,112
565 United States vessels . . . . .	84,397,225	13,805,947	2,651,818	3,859,396	104,714,386
1,460 cargoes . . . . .	181,685,991	57,821,239	8,887,283	5,574,987	253,969,498
1915—					
687 Canadian vessels . . . . .	68,537,524	23,057,013	2,718,499	967,830	95,280,866
452 United States vessels . . . . .	98,827,699	4,174,796	2,074,004	1,436,547	106,513,046
1,139 cargoes . . . . .	167,365,223	27,231,810	4,792,504	2,404,378	201,792,912
1914—					
751 Canadian vessels . . . . .	64,881,194	22,473,825	4,026,586	1,793,747	93,175,352
138 United States vessels . . . . .	22,886,876	3,490,095	1,069,595	5,777,907	33,224,473
889 cargoes . . . . .	87,768,070	25,963,920	5,096,182	7,571,655	126,399,826
1913—					
Canadian vessels . . . . .	63,556,912	26,936,057	6,755,942	9,385,685	106,634,596
United States vessels . . . . .	68,241,075	13,844,653	4,840,076	9,680,376	96,606,180
Totals . . . . .	131,797,987	40,780,711	11,596,019	19,066,061	203,240,776