

British Columbia and Pacific Coast Marine.

It is reported that plans are in preparation for the construction of a fisheries protection cruiser for B.C. waters to replace the Kestrel.

A small steamboat is under construction at Ladner, B.C., for Capt. Martinovich. The engines, boiler, searchlight and other equipment have been purchased in England.

The Canadian Puget Sound Lumber Co. has ordered a steel tank scow for transporting oil fuel at Esquimalt, and it is reported that three steamboats for the coasting trade have also been ordered there.

The Dominion Government steam tug, Point Grey, which has been built at North Vancouver, was expected to be ready for service towards the end of February. She is to act as tender to the dredge Mastodon.

At the recent annual meeting of the Victoria Shipmasters' Association, Capt. D. L. Jones was re-elected President, and H. Bilton, W. Heater and E. Parsons, were elected First and Second Vice Presidents, and Secretary, respectively.

The G.T.P. Coast Steamship Co.'s s.s. Prince George has been equipped with oil burners at Esquimalt, and is scheduled to take the place of the s.s. Prince Rupert, on the northern route, Mar. 3, when the latter vessel will be taken from service to be similarly equipped.

The Coastwise Steamship and Barge Co., Ltd., has been incorporated under the Dominion Companies Act, with \$250,000 capital and office at Vancouver, to own and operate vessels, and carry on a general water transportation business. The incorporators are, J. Griffiths, Seattle, Wash., W. R. Dockrill, T. Ludgate, G. F. Cameron and C. Stewart, Vancouver.

The contract for the construction of about 6,900 ft. of jetty, at the mouth of the Fraser River, for \$171,000, is reported to have been awarded by the Dominion Public Works Department, to T. F. Sinclair, New Westminster. Of the length of jetty named, 3,100 ft. will be single bulkhead, and the remainder, double bulkhead. It will commence from about 968 ft. from the Garry Point tide gauge, near Steveston.

Press reports state that the Dominion Public Works Department is about to place an order for another rock crusher, similar to the one recently built in Scotland, for use in B.C. waters. It is recommended that should such an order be placed, the system of anchoring should be similar to that adopted on the dredges Ajax and Mudlark, as the number of cables employed in anchoring the rock crusher prove a menace to shipping.

The C.P.R. s.s. Princess Patricia, formerly Queen Alexandra, which the C.P.R. recently purchased and has had re-modelled for its Vancouver-Nanaimo route is on her way to the coast by way of the Horn. Owing to her small bunker capacity a number of calls have to be made for coal. Among the places called at are Cardiff, Las Palmas, St. Vincent, Bahia, Monte Video, Punta Arenas, Coronel, Callao and San Francisco.

It is reported that the master mariners of British Columbia are forming a guild, with objects similar to those of the Imperial Merchant Service Guild. It is proposed to include all certificated masters serving in British Columbia waters, and to adopt a policy which will not be antagonistic to shipowners, but which will be calculated to aid master mariners in matters affecting the efficiency and responsibility of their pro-

profession, and to provide legal assistance at marine enquiries.

The Minister of Public Works is considering the plans for a series of proposed improvements in the harbor at Victoria. In the inner harbor the whole area is to be deepened and a number of obstructions removed, and the improvements in the outer harbor comprise the construction of two breakwaters, piers and warehouses with railway accommodation. The Government included \$500,000 in the recent estimates for the proposed outer harbor improvements. The proposed dry dock at Esquimalt, to be built by the B.C. Marine Railways Co., will also add considerably to the harbor facilities. The dock will be 1,000 ft. long, 1,000 ft. wide and 34 ft. wide.

At the recent annual meeting of the Shipmasters' Association at Victoria it was decided to ask all shipmasters in British Columbia to forward to the association a list of aids to navigation which, in their opinion, were necessary for the safety of passengers and for facilitating the navigation of freight vessels. The information thus obtained will be tabulated and forwarded to the Marine Department with a recommendation. Following are the chief officers of the association for the current year:—President, L. Rogers; Treasurer, John Newcombe; Secretary, J. R. Stewart.

Telegraph and Cable Matters.

Wireless telegraph messages were exchanged between Canada and Spain, via Poldhu, Cornwall, Eng., Jan. 29.

The Marconi Wireless Telegraph Co., London, Eng., paid a dividend Feb. 1 for six months ended Dec. 31, 1911, on the 7% cumulative participating preference shares.

E. W. Humphrey, President, Northern Commercial Co., Montreal, and at one time connected with the Dominion De-Forrest Wireless Telegraph Co., died at Brooklyn, N.Y., recently, aged 51.

The G.N.W. Telegraph Co. is making arrangements to install eight new motor generators in its Ottawa office, replacing a storage battery plant, which has been in use there for some years.

The Mackay Companies' report for 1911 shows a surplus of \$950,838. R. A. Smith, Toronto, and H. C. Meredith, Montreal, were re-elected among the trustees for the current year.

The G.N.W. Telegraph Co. reports that the public is making free use of the reduced rate cable services, and evidently appreciates the reductions through the cable letters, week-end letters and deferred rate messages.

J. W. Baker, lately Manager of the G.N.W. Telegraph Co.'s branch office in the cheese district, Montreal, has been appointed an inspector of the company, covering the eastern portion of the province of Ontario and western portion of the province of Quebec. He was at one time manager for the company at Brockville.

A joint meeting of the eastern and western divisions of the Association of Railway Telegraph Superintendents will be held in Chicago, Ill., Mar. 20. A special meeting of the entertainment committee was held in New York, Feb. 16, when plans were outlined for the entertainment of the members at the annual convention in New York, June 24.

At a meeting of the Canadian Society of Civil Engineers Ottawa branch recently, C. P. Edwards, General Superintendent of the Government Radio Telegraphs, and formerly an assistant on Marconi's technical staff, read a paper on the development of wireless telegraphy, illustrated with diagrams and lantern slides. He attempted to show in

as simple a way as possible the general development of the art of wireless telegraphy and the principles on which it depends.

The C.P.R. Telegraph Department will this year erect additional copper wire between Canso, N.S. and Montreal, Montreal and Winnipeg, Winnipeg and Moose Jaw, Sask., Saskatoon, Sask. and Calgary, Alta., via Edmonton, besides several shorter circuits, making a total of about 6,000 miles of new wire. Considerable reconstruction will also take place on various parts of the line in order to keep the system up to standard. Additional telegraph lines will also be erected along the new railway branches to be built during the forthcoming season.

Trade and Supply Notes.

The matter which appears under this heading is compiled, in most cases, from information supplied by the manufacturers of, or dealers in, the articles referred to, and in publishing the same we accept no responsibility. At the same time we wish our readers to distinctly understand that we are not paid for the publication of any of this matter, and that we will not consider any proposition to insert reading matter in our columns for pay or its equivalent. Advertising contracts will not be taken with any condition that accepting them will oblige us to publish reading notices. In other words, our reading columns are not for sale, either to advertisers or others.

American Vanadium Facts, issued monthly by the American Vanadium Co., Pittsburg, Pa., has tooled steel as the principal subject in its February issue.

The H. W. Johns-Manville Co. has acquired the sole selling agency for the entire products of I. P. Frink, including the Frink reflectors and fixtures.

The Safety Car Heating and Lighting Co.'s monthly pamphlet contains an illustrated article on the indirect lighting method of illuminating passenger cars.

The Baldwin Locomotive Works, Philadelphia, Pa., has acquired the right to build the Garrett type locomotives for service in Canada and the United States. The special feature of these locomotives is that they are of high capacity and will operate on lines having sharp curves.

Lyford, Clark and Lyford, forest engineers, Montreal and Vancouver, have issued a booklet, "Forest Surveys, what they are, wherein they serve, what they cost," which contains considerable interesting and valuable information, and will be found useful to anyone interested in timber properties.

Æmilius Jarvis & Co. have issued the following statement respecting the Canadian Locomotive Co.: "For the first six months ended Dec. 31, 1911, the books show that notwithstanding the unprofitable contract which has formed the bone of contention between Mr. Harty and ourselves and has occupied the plant for the greater part of that time, profits in completed locomotive contracts, interest on the company's investment (amounting to about \$17,000 for the period) and miscellaneous earnings total at least \$85,000 for the six months; and by June 30 next, the end of the company's fiscal year, with the business at present in hand at profitable prices, the General Manager informs us there is no doubt whatever that the company will have more than earned its full bond interest and preferred stock dividend. In addition, the company will have on hand available as further profits, \$105,000, which we and our associates paid it to make good the estimated profits upon the unprofitable contract referred to, the absence of profit upon which we did not know of at the time the old company was taken over and the new securities issued by us. Orders on hand are sufficient to keep the company's plant operating for the entire year 1912, and with additional contracts in sight, considerably beyond that time."