

shore of Lake Superior, be immediately put into commission, and a fog signal installed at that point.

That the government without further delay take up the matter of installing life-saving stations, equipped with wireless, more especially along the north shore of Lake Superior.

It was decided that the nautical school in Collingwood be put under the guild's auspices, and that similar educational institutions be inaugurated throughout the Dominion as soon as the progress of the institution will allow.

The Reid Newfoundland Co's. Steamship Services.

Reports were current recently that the s.s. Bruce, formerly owned by the Reid Newfoundland Co., and sold some time ago to the Russian Government, and which happened to be in Glasgow, Scotland for repair, at the time of the Russian revolution, was likely to return to that company's ownership, and that she would be replaced in service between Port aux Basques, Nfld., and North Sydney, N.S. We are officially advised that the s.s. Bruce is not now owned by the company, and it is therefore not interested in the matter. The company's steamship services at present in operation, are as follows:—

Port aux Basques and North Sydney, daily, steamships Kyle and Sagona, when North Sydney is a closed port, on account of ice, the vessels call at Louisburg, N.S.; Port aux Basques and Placentia, Nfld., weekly, s.s. Glencoe; Placentia Bay, Nfld., weekly to each side of the bay, s.s. Argyle; St. John's and North Sydney, s.s. Meigle, and other vessels; during the heavy traffic movement it was necessary to charter steamships for this service. On the opening of navigation in the bays, the following steamship service will be given in addition to the forgoing:—Trinity Bay, two trips weekly, s.s. Petrel; Notre Dame-Bonavista Bay, two trips weekly, steamships Clyde and Dundee; Green Bay, weekly, s.s. Home; Humbermouth-Battle Harbor, weekly, s.s. Ethie. Between June 1 and Oct. 1, a service is given between St. John's and ports of call on Labrador.

The Chats Falls Navigation Co., Ltd., has been incorporated under the Dominion Companies Act, with \$50,000 authorized capital and office at Ottawa, Ont., to own and operate steam and other vessels, wharves, docks and other navigation facilities, and to carry on a general navigation business. W. J. Graham, O. Martin, L. G. Roy, C. Emery and W. J. Carson, Ottawa, and H. Kedey, Fitzroy Harbor, Ont., are the incorporators. It is reported that a contract has been placed in Aylmer, Que., for the construction of a vessel 90 ft. long, and 22 ft. wide, for \$15,000, for a service of two trips daily between Britannia Bay and Fitzroy Harbor. The company has purchased the tug Fashion from the Public Works Department, as hauled out at the Victoria Island shipyard at Ottawa. She was built at West Bay City, Mich., in 1893, and is equipped with compound engine with cylinders 14 and 24 in. diam. by 13 in. stroke, 24 n.h.p., supplied with steam by a boiler 70 in. diam. by 105 in. long, jet condenser, duplex feed pump and 6 in. propeller. Her dimensions are: length 52 ft., beam 16 ft., draft 7½ ft.; tonnage, 43 gross, 27 register. The hull was recently condemned.

Canadian Bulk Freight Steamships On The Great Lakes.

Following is a list of Canadian bulk freight steamships trading on the Great Lakes, which were enrolled in the Dominion Marine Association for 1918. Those marked with an asterisk were not operating on the Great Lakes at the close of 1918, having been transferred to ocean service, chiefly for overseas service:—

*A. E. Ames, *A. E. McKinstry, Advance, Arabian, *Atikokan, Barge No. 41, *Beaverton, Bickerdike, Cadillac, *Canadian, City of Hamilton, City of Ottawa, E. B. Osler, Easton, Emperor, *Glenellah, Glenmount, *H. M. Pellatt, Haddington, Hamonic, Huronic, Imperial, Iocolite, Iocoma, Ionic, J. H. G. Hagarty, Joyland, *Kenora, Laketon, *Mapleton, Martian, Midland King, Midland Prince, Noronic, *Paipoonge, *Renvoyle, Riverton, *Rosedale, *Royalite, Sarnian, *Sarnolite, Seguin, W. D. Matthews, W. Grant Morden, Westmount, *Winona, Yorkton.

It will be noticed that the list shows the steamships Atikokan and Paipoonge, as not being operated on the Great Lakes at the end of 1918. During that year, both vessels were sold to foreigners, and were cut in two, to allow of the passage through the Welland Canal. After this was done, the foreign purchasers defaulted in payment, and by sale under an order of the court, the vessels returned to Canadian ownership, being bought by the Collingwood Steamship Co.

A Dream Come True.—The London, Eng., Daily Mail rhapsodizes on the enthusiasm of the Toronto populace as the troopships pull along the quaysides with their loads of returning soldiers. Toronto will, probably, be an ocean port one day, but the current season was opened by the customary steamship from Hamilton.

Public Works Department's Work.—The Minister of Public Works, Hon. F. B. Carvell, in speaking in the House of Commons recently, said: "In the department's engineering branch, we are doing repair work and maintaining the works. There were some places, particularly down in the lower St. Lawrence, where tremendous damage was done by storms last year. In such cases repairs must be made, but I may as well tell the house that we are not putting in new works of a very extensive character, simply because we believe we can expend the money on other work, such as highways, railways and canals, shipbuilding and such things as these which will produce better results and give more employment."

Compensation for British Ships Sunk.—Col. Leslie Wilson, is credited with saying that the amount paid by the British Government to shipowners in compensation for British ships sunk by the enemy while under government requisition and at direct government risk, between Aug. 4, 1914, and the armistice, was \$520,156,355. The first cost to the owners of these ships was estimated at \$255,584,030. In addition \$5,844,125 was paid in respect of 25 ships whose first cost is not known. There are also a few cases not yet settled. No taxation is levied on these sums, which represent capital, not income, and are required to replace the vessels. Building costs are now from two to three times what they were before the war.

A Little Bit of Nonsense.

"Circumstances alter not only cases but words as well."

"Explain yourself."

"When the captain of a vessel ships a cook he hires him; but when a housewife ships her cook she fires her."—Boston Transcript.

Wines are terribly scarce in Great Britain just at present, and are likely to remain so for some time owing to the reduction of tonnage. Our ships, however, are doing their best to make port as quickly as possible.

Shipping Federation of Canada, Annual Report and Meeting.

At the Shipping Federation of Canada's annual meeting, in Montreal, recently, John Torrance, who presided, referred to the death of the President, Andrew A. Allan, who was elected to the position in 1909, and filled it ably and satisfactorily. Following are extracts from the annual report:—

"The total number of sea-going vessels which arrived at Montreal during 1918 was 674, of 1,933,482 tons register, an increase of 27, compared with 1917. The past season was the busiest ever experienced at Montreal, the export shipments were the heaviest on record. A unique feature was the large number of U.S. Emergency Fleet Corporation ships which visited the port. These vessels were all built on the lakes and the greater part of them loaded cargo at Montreal for U.S. Atlantic ports and others for Europe direct.

"As regards shipping conditions during 1918, it is true the government increased the "blue book rates," in the early part of the year, but even with this increase, shipowners are not receiving what they should, in comparison with the services they have rendered to the nation. Now that the war has been victoriously won, pressure is being brought to bear on the government to demobilize shipping as soon as possible, and it is understood that the government is making arrangements to release shipping under its control after March 1. It is obvious that when owners are permitted to manage their own business and order the ships they require, then the work of reconstructing their trades and fleets can commence. It is not an easy task nor a quick one, but if shipowners are left to themselves, I am certain they can accomplish it. All shipowners recognize more or less that competition from our allies and neutrals will be keen, and the least the government can do is to give the shipping industry a free hand, by withdrawing the restrictions which are now preventing it from expanding."

"It is needless for me to say that the St. Lawrence Power Co's. application for permission to dam the St. Lawrence river at the Long Sault Rapids was strenuously opposed by the federation, acting in conjunction with other commercial bodies interested in the welfare of the St. Lawrence route. A similar scheme was brought out in 1910, but at that time we were fortunate enough to have the measure defeated. This time, however, the power company was backed by the U.S. War Department, and, in view of this, the International Joint Commission, as an interim measure, granted the petitioners permission to construct and maintain a dam for five years, or until the termination of the war, whichever shall come first. Now that the war