

rence Transportation Co. from selling of its steamships, claimed by the Scranton Coal Co. as being used by it for coal transportation. The situation is rather an interesting one, as the vessels were sold some time ago, delivery has been made, and one of them, at least, has been sunk by the enemy. When the injunction was granted, the vessels were at Montreal, and had been sold to French parties.

British Columbia and Pacific Coast.

The Harbor Shipping Co. is reported to have chartered the sealing steamship *Eva Marie* for general freight in the Gulf of Georgia and Puget Sound.

The Governor General in Council has approved the Vancouver Harbor Commission's bylaw 114, providing that the salary of the Superintendent of the Government wharf at Salisbury Drive be \$150 a month, from Dec. 1, 1916.

It is reported that the C.P.R. will withdraw its s.s. *Otter* from the Gulf Islands run, Feb. 1, and that the Dominion Government has been notified that the company will not seek a renewal of the mail contract. It is claimed that the service is not remunerative.

The ferry boat *Langley Fort* has discontinued calling at *Langley* on its way to New Westminster, owing to the dredging required to be done there. It is stated that much of the traffic which usually went by the ferry is now being taken by the Canadian Northern Ry.

The Dominion Government wharf at Vancouver was opened for business, Jan. 1. The main structure has been finished for some time, but the buildings and railway tracks were only completed during December. The approximate cost of the wharf and buildings is \$2,500,000.

The Alaska Steamship Co.'s s.s. *Stanley Dollar*, which ran aground at *Galiano Island*, near *Helen Point*, Jan. 12, was released by the C.P.R. steam tug *Nitinat* on the following day. The *Stanley Dollar* was bought recently by the Alaska Steamship Co. from the *Robert Dollar Steamship Co.*

The Grand Trunk Pacific Coast Steamship Co.'s s.s. *Prince Rupert* was dry docked at *Esquimalt* during January for some bottom repairs, after touching ground when on the northern route some months ago. Machinery repairs were also undertaken, and she was generally overhauled and painted.

The Imperial Oil Co.'s s.s. *Imperoyal* was docked at North Vancouver during January for general overhaul and repairs. She was, until recently in service on the Great Lakes, and some time ago went to Mexico, passed through the Panama Canal, ran down the coast to Peru and later went to Prince Rupert.

The Ship *Esquimalt Co., Ltd.*, has been incorporated under the British Columbia Companies Act, with \$200,000 capital, and office at Vancouver, to enter into an agreement with Cameron-Genoa Shipbuilders, Ltd., for the construction by the latter, and purchase by the former, of the schooner *Esquimalt*, now on the stocks at Victoria, and to carry on a general trading and commission business.

It was expected in Vancouver that the Dominion Government would, during January, award contracts in British Columbia for the construction of two wooden vessels with auxiliary motive power, similar in type to those now under construction in the Province for the Canada West Navigation Co., of which some details have

already been published. It is intended that these vessels will be used on a route between the Canadian coasts on the Pacific and Atlantic Oceans, via the Panama Canal.

Marine Engineers Wage Scale on Great Lakes.

The National Association of Marine Engineers of Canada has issued a card to steamship owners giving the following minimum wage scale and classifications for steamships operating on the Great Lakes District, which was adopted by the Association's Great Lakes Executive Committee at the annual meeting in Toronto, on Jan. 4, representing Port Arthur, Sault Ste. Marie, Collingwood, Owen Sound, Midland, Toronto and Kingston councils, and approved by the National Executive Committee. The contents are as follows:

"This card to be effective during the season of 1917, or until revised or amended by the Lake Executive Committee. This classification and schedule does not apply to certain ferry steamers, where special arrangements may be necessary, or to superintending engineers. All reference to tonnage to be construed as gross tons. In reference to employment, transportation, board, etc., 1916 conditions to prevail.

Passenger Steamers.

Class 1. All passenger steamers of 3,500 tons or over: chief engineer, \$1,800 per season; second engineer, \$125 a month.

Class 2. All passenger steamers of 1,250 tons and under 3,500 tons: chief engineer, \$1,600 per season; second engineer, \$110 a month.

Class 3. All lake passenger steamers under 1,250 tons and all passenger steamers confined to river, service requiring second class engineer: chief engineer, \$1,400 per season; second engineer, \$90 a month.

Class 4. All passenger steamers from 45 n.h.p. to 25 n.h.p.: chief engineer, \$120 a month; second engineer, \$80 a month.

Class 5. All passenger steamers under 25 n.h.p.: chief engineer, \$100 a month.

Freight Steamers.

Class 1. All freight steamers, 6,000 tons and over: chief engineer, \$1,800 per season; second engineer, \$125 a month.

Class 2. All freight steamers of 3,000 tons and under 6,000 tons: chief engineer, \$1,600 per season; second engineer, \$110 a month.

Class 3. All water bottom freight steamers under 3,000 tons, requiring second class engineer: chief engineer, \$1,400 per season; second engineer, \$100 a month.

Class 4. All freight steamers not included in classes 1, 2 and 3, and requiring second class engineers: chief engineer, \$135 a month; second engineer, \$90 a month.

Class 5. All freight steamers, 250 tons and over, and requiring third class engineers: chief engineer, \$110 a month; second engineer, \$90 a month.

Tug Steamers.

Class 1. All tug steamers requiring second class engineers: chief engineer \$135 a month; second engineer, \$100 a month.

Class 2. All tug steamers from 75 n.h.p. to 30 n.h.p.: chief engineer, \$125 a month; second engineer, \$95 a month.

Class 3. All tug steamers under 30 n.h.p., requiring licensed engineers: chief engineer, \$110 a month; second engineer, \$85 a month.

Shallow Draught Vessel Building in British Columbia.

It was announced in our last issue that Yarrow's Ltd., Victoria, B.C., had received an order for a stern wheel, shallow draught steamboat, similar to one supplied by them recently for Indian waters. This type of vessel is in great demand for operation in countries where there are shallow rivers and swampy regions where it is difficult to navigate.

The hull is of light weight steel, with steel main deck and holds for cargo. The upper deck, which is of wood, is for the cabins and passenger accommodation, with dining room and other conveniences, and above this is a galvanized roofing to protect the cabins, etc. The aim is to have strength combined with lightness, so as to obtain the least possible draught when afloat. The hull is strengthened by 6 king posts of H section steel, 3 on each side of the vessel, braced together with diagonal trussing of 3 in. double angle steel bars, also a longitudinal bulkhead in the centre of the vessel, running from forward to aft, with deck stringers under the main deck. There are 8 transverse bulkheads, making the hull into water tight compartments, so that in the event of one compartment being punctured, the remaining ones will keep the vessel afloat. The vessel draws 18 ins., and when loaded with 100 tons, approximately 36 ins. In building the vessel, the system adopted is that the plates, angles, machinery, etc., are made of such weight as may conveniently be handled and packed in cases or crates, so that the different parts may be transported easily to places difficult of access, and assembled where required, each piece being marked to its place. The rivetting is all done cold.

The Esquimalt Graving Dock Committee, an organization, with J. W. Phillips as Secretary, formed to promote the establishment of a dry dock at Esquimalt, is petitioning the Dominion Government and urging that the proposed dock be commenced and completed with all possible speed. It is pointed out that when British Columbia entered the Dominion, the latter government undertook to use its influence to secure the continued maintenance of a naval station at Esquimalt, and it was also provided that the Dominion Government guarantee interest for 10 years from the completion of certain works, at the rate of 5% per annum, on an amount not exceeding £100,000, as might be required for the construction of a first class dock. The present dry dock, which was completed about 1881, is no longer capable of handling the modern steamships, and the vessels which would otherwise have been repaired at Esquimalt, have had to go to the U. S. The Dominion Government, in 1914, selected Lang's Cove as the site for an up to date dry dock, and considerable adjacent property was purchased for erecting workshops, but since then, nothing has been done in the matter.

Port Arthur Shipbuilding Co., Ltd., has been incorporated under the Ontario Companies Act, with \$2,500,000 capital and head office at Port Arthur, to carry out an agreement with the Western Dry Dock and Shipbuilding Co., Ltd., whereby the latter agrees to sell to the former, its undertaking, plant, etc. The company is empowered to carry on a general shipbuilding business, and to own and operate steam and other vessels, and to own shares in any other business similar to its own.