

plant, and to 4 knots an hour when passing another vessel with a scow or scows alongside. The penalty for infringement of these regulations is \$50 for each offence.

At a meeting of the West Vancouver council at the end of March, it was decided not to discontinue the ferry service for the present, but to give as good a service as possible during the summer. However, should conditions not improve and the receipts not prove more satisfactory, other arrangements may have to be made by the autumn.

The C.P.R. steam tug Nitinat has been chartered by the British Columbia Salvage Co. for salvage work on the Kosmos Line s.s. Seostris, wrecked off Ocos, Guatemala. The company lost the steam tug Pilot there recently while engaged in this work. The Nitinat is being equipped with wireless telegraphy, etc., and as soon as she is ready will leave for the south.

The trial trip of the auxiliary schooner Mabel Brown, the first of a number of similar vessels under construction at Vancouver and Victoria for Canada West Coast Navigation Co., took place at the end of March, and it was announced that everything was satisfactory. She was later docked at North Vancouver for her final touching up, after which she left for Chemainus for her cargo.

The Grand Trunk Pacific Coast Steamship Co. is reported to have purchased the schooner rigged vessel Tillamook, which is equipped with auxiliary power, in the U.S., for service between Prince Rupert, B.C., and Ketchikan, Alaska. It is stated that the vessel is practically a new one, of about 800 tons, arranged chiefly for freight traffic, but with a limited accommodation for passengers. It was expected that she would be in service by the end of April.

The British Columbia Supreme Court decided, April 3, at Victoria, that the s.s. Leona, which capsized and sank near Active Pass in Oct., 1916, was lost in the perils of the sea, and it therefore allowed the claim of the Vancouver Portland Cement Co. for \$60,000 with interest, against the Maritime Insurance Co., for loss of the cargo. For the defence it was urged that the vessel was overloaded and therefore unseaworthy, and notice was given of an appeal.

**The Canada Atlantic Transit Co. and the Panama Canal Act.**—Under the provisions of the Panama Canal Act, railway companies operating in the U.S. are compelled to sever any connection they may have with steamship companies, unless under authority of the Interstate Commerce Commission, which is granted under certain conditions. One of the railways to come under this regulation is the Grand Trunk Western Ry., the western end of the G.T.R., and this company was ordered to sever the connection with the Canada Atlantic Transit Co., a G.T.R. subsidiary. On a rehearing of the case recently, the Interstate Commerce Commission granted the company authority to continue its interest in the Canada Atlantic Transit Co., and found that the C.A.T. Co.'s existing service by water is being operated in the interest of the public and is of advantage to the convenience and commerce of the people, and that an extension of the time for the operation of such service will neither exclude, prevent nor reduce competition on the route by water. The company is required to file its tariffs in accordance with the provisions of the act to regulate commerce as amended by the Panama Canal Act.

### Canada Steamship Lines' Appointments.

In accordance with the revised organization for conducting the company's business, the following appointments have been made effective from April 23:

L. A. W. DOHERTY, heretofore Freight Traffic Manager, has been appointed General Traffic Manager, with jurisdiction over freight and passenger traffic. Office, Montreal.

JOHN F. PIERCE, heretofore Assistant Passenger Traffic Manager, has been appointed Assistant Traffic Manager, in charge of freight and passenger traffic, Kingston, Ont., and east, including all passenger traffic originating in the U.S. Office, Montreal.

PERCY GRANT, heretofore Division Freight Agent, Hamilton, Ont., has been appointed Assistant Traffic Manager, in charge of freight and passenger traffic, west of Kingston, Ont. Office, Toronto.

JOHN V. FOY, heretofore Assistant General Passenger Agent, Toronto, has been appointed General Passenger and Freight Agent. Office, Toronto.

J. W. CANVIN, heretofore General Agent, Passenger Department, New York, has been appointed General Agent, New York.

JOS. M. SHEA, heretofore New England Passenger Agent, Boston, Mass., has been appointed General Agent, Boston, Mass.

W. F. CLONEY, heretofore General Agent, Passenger Department, Rochester, N.Y., has been appointed General Agent, Rochester, N.Y.

H. W. CRAWFORD, heretofore District Passenger Agent, Chicago, Ill., has been appointed General Agent, Cleveland, Ohio.

A. C. SHERIDAN, heretofore District Passenger Agent, Buffalo, N.Y., has been appointed General Agent, Buffalo, N.Y.

GEO. S. MEAGHER, heretofore Agent, G.T.R., Clayton, N.Y., has been appointed General Agent, Clayton, N.Y.

C. LEIDICH, heretofore Agent at Detroit, Mich., has been appointed District Passenger Agent, Detroit, Mich.

**Vancouver Dry Docks, Ltd.**—An announcement of the incorporation of this company was made in a recent issue. It is reported that Charles Meek, who is chiefly interested in the company, has made arrangements for the erection of a plant in Vancouver, to consist of a double section floating dry dock capable of handling vessels up to 18,000 tons displacement, sufficient to accommodate the largest vessels at present on the coast. It is expected that the dock will be in operation within a year, and that it will be worked in connection with an extensive shipbuilding plant. We were officially advised from Ottawa, April 20, that no subsidy agreement had been entered into between the government, represented by the Public Works Department, and Vancouver Dry Docks, Ltd.

**Smuggling of Intoxicants at Lake and River Ports.**—The Dominion Government has sent instructions to all customs collectors at lake and river ports along the boundary between Canada and the U.S., and at seaports, that they take rigid precautions to stop smuggling of intoxicants on vessels arriving from foreign ports. Complaints have been made that parcels are being brought into Canada without passing through the customs. Collectors are to take drastic action against persons offending, and masters are to be notified that their vessels are liable to detention if used illegally.

### The Dominion Government Purchases Lake Steamships.

The Dominion Government has bought the s.s. J. A. McKee, from the Algoma Central Steamship Line, Ltd., Sault Ste. Marie, Ont., and the s.s. Thomas J. Drummond, from the Great Lakes Transportation Co., Midland, Ont., for operation under the Department of Railways and Canals, for carrying coal from Sydney, N.S., to St. Lawrence ports for the Government, or for general cargo purposes as the need may arise.

The s.s. J. A. McKee was built at Wallsend on Tyne, Eng., in 1908, for the Western Steamship Co., Toronto, and is of steel construction with steel tank top, three water tight and two non water tight compartments, steel boiler house, hatches 24 ft. centres, and is equipped with triple expansion engines with cylinders 20½, 33 and 54 dia. by 36 in. stroke, 70 i.h.p., supplied with steam by two Scotch boilers 13½ ft. dia. by 10½ ft. long, at 180 lbs. Her dimensions are, length 248 ft., breadth 43 ft. 1 in., depth 25 ft. 10 in.; tonnage, 2,158 gross, 1,374 register.

The s.s. Thomas J. Drummond was built at Dumbarton, Scotland, in 1910, for the Algoma Central Steamship Line, Ltd., and is of steel construction on the channel system, steel tank top, three water tight and two non water tight compartments, steel boiler house hatches spaced 24 ft. centres, and equipped with triple expansion engines with cylinders 20½, 33 and 54 in. dia., by 36 in. stroke, 1,200 i.h.p., and supplied with steam by two Scotch boilers 14 ft. dia. by 10½ ft. long at 190 lbs. Her dimensions are, length 247¾ ft., breadth 43 ft. 8 in., depth 26 ft.; tonnage, 2,201 gross, 1,664 register.

### New Steamships for C.P.R. Ocean Service.

The C.P.R. has bought for £240,000 an ocean steamship of 9,400 tons carrying capacity, and with a speed of 13 knots an hour, at present under construction at Newcastle upon Tyne, Eng., for delivery in July or August. This will make the tonnage of the C.P.R. ocean fleet about the same as it was at the outbreak of the war. In order to provide for future requirements, and to secure advantage of the earliest construction that circumstances will permit, an arrangement has been made with John Brown & Co., Ltd., The Fairfield Shipbuilding & Engineering Co., Ltd., and Harland & Wolff, Ltd., for building, on a cost and percentage basis, two steamships, 605 ft. long between perpendiculars, with a speed of 20 knots an hour, and two steamships, 546 ft. long between perpendiculars, with a speed of 16 knots an hour.

The C.P.R. discontinued its service to the Gulf Islands, Mar. 31, and the s.s. Otter, which was utilized on that route has been docked at Victoria for overhaul and repairs. The mail contract which the C.P.R. held for the Gulf Islands route expired Feb. 1, and the company notified the authorities that it was the intention to withdraw the service. After some representations by local deputations, the company agreed to continue the service until Mar. 31, when it was finally withdrawn. The Government has made arrangements for the handling of mails, but early in April, no arrangement had been made for a passenger and freight service.