

127 ft., breadth 24.8 ft., depth 12 ft.; tonnage 279 gross, 148 register.

On another page are details of the Dominion Government's estimates for the current year, which are connected with navigation. Provision is made for the construction of two vessels for the Pacific Coast service, to replace the s.s. Quadra. We are advised that this matter is in abeyance for the present.

The first of the new type of lumber schooners with auxiliary power, under construction for Canada West Navigation Co. by Wallace Shipyards, Ltd., North Vancouver, was launched Jan. 27, and named Mabel Brown. Considerable details of this, and her sister vessels, have been given in previous issues.

The Grand Trunk Pacific Coast Steamship Co.'s s.s. Prince George is to be withdrawn from service Mar. 1, for a general overhaul. The s.s. Prince Rupert, which has been overhauled recently, replaces the Prince George, sailing from Prince Rupert, Mar. 2. The s.s. Prince John resumes the Alaska and Queen Charlotte Islands service, sailing from Prince Rupert Mar. 7, leaving Vancouver Mar. 3, to take up that route.

The Public Works Department has deepened the basin on each side of the Canadian Collieries' coaling wharf at Union Bay, Haynes Sound, on the east coast of Vancouver Island. On the west side there is an irregular basin 80 ft. wide at the outer end of the wharf tapering to a point 300 ft. inside the head, having a depth of 30 ft. or over. On the northeast side depths of 30 ft. extend 340 ft. inside the head, except for a strip 15 ft. wide immediately alongside the wharf.

Some little jealousy appears to exist on the part of Victoria, owing to the fact that the vessels being built there for the Canada West Coast Navigation Co. are being registered at Vancouver, and have the name of Vancouver placed on their sterns. It is customary to have the vessels registered at their home port, and to have the name of the home port placed on the vessel's sterns, but it sometimes happens that the vessel is registered at the port where she is built. The matter is one entirely for the owners.

With regard to the shallow draught steamboat, under construction at Yarrow's yards, Esquimalt, some details of which were given in our last issue, it was reported that early in February the construction had reached an advanced stage, all the shell plating having been completed, with the exception of the bow end and the bilge. It was expected that the assembling of the hull would be completed by the end of the month, or early in March, when it will be knocked down, packed in sections and shipped to Burma. The machinery is supplied by the parent firm in Great Britain, and shipped direct, and the whole assembled where the vessel is to be utilized.

The Prince Rupert Board of Trade communicated recently with E. J. Chamberlin, President, Grand Trunk Pacific Ry., expressing dissatisfaction that the company's steamships were being overhauled and repaired at other yards than the company's own at Prince Rupert, and also that the company's headquarters at the coast are at Vancouver instead of Prince Rupert. Mr. Chamberlin stated in reply that in the recent repair of the s.s. Prince Rupert it was necessary that the vessel be repaired at Victoria, as the plates required were in stock there, but arrangements are being made that the company's vessels will be repaired at

Prince Rupert in future, when such a course is practicable and the dry dock facilities are not in demand for government work. The question of moving the headquarters to Prince Rupert had been under consideration, but up to the present it had not been found practicable to make the change.

Mainly About Marine People.

H. McLaughlin has been appointed shipping master for the port of Montreal, vice R. S. White.

Mrs. C. J. Smith, wife of the master of Canada Steamship Lines' s.s. Cayuga, died at Toronto Feb. 19.

Jas. Carruthers, President, Canada Steamship Lines, Ltd., has subscribed £40,000 to the British War Loan in England.

H. J. Dick, accountant, has been appointed acting General Agent, Canada Steamship Lines, Ltd., Kingston, Ont., vice E. E. Horsey, resigned.

A. E. Mathews, Vice President, Mathews Steamship Co., Toronto, and Vice President, Dominion Marine Association, has gone to California for a holiday.

Lord Furness, Chairman, Furness, Withy & Co., arrived in New York at the end of January, and visited Canada. He is also associated with Canada Steamship Lines, Ltd.

Jas. Playfair, President and Managing Director, Great Lakes Transportation Co., Midland, Ont., who was operated on in Montreal some little time ago for appendicitis, has gone to California.

Capt. H. R. Mouck, who died at Port Colborne, Ont., Feb. 14, aged 89, had sailed on vessels of almost every type on the Great Lakes, during the past 70 years. He retired from active service several years ago.

Capt. David Warwick, of Froomfield, Ont., master of the s.s. David Mills, engaged in the lumber trade between Cleveland and Duluth, died suddenly at Marysville, Mich., after walking across the St. Clair River on the ice.

Capt. E. D. Anderson, who died at Detroit, Mich., Feb. 19, aged 79, was formerly commodore of the C.P.R. Great Lakes service. He retired from active service about nine years ago, on reaching the age limit fixed by the company's pension rules.

Peter Baldwin, who died at East Orange, N.J., Feb. 12, aged 78, was, some years ago, a well-known shipbuilder at Quebec, owning what was then known as the Baldwin shipyard. For several years subsequent to leaving Quebec, he represented the Quebec Steamship Co. in New York.

T. Ashley Sparks, whose appointment as General Agent for the U.S. Cunard Steamship Co., New York, was announced in a recent issue, has joined the board of directors of that company. He is also President, Funch Edge & Co., New York, which has recently become closely associated with the Cunard Co.

Capt. R. G. Bassett, master of the Bassett Steamship Co.'s s.s. Mariska, died at Toronto, at the home of his father, Capt. W. J. Bassett, Feb. 17, aged 33. He was born at Collingwood, Ont., and had been associated with navigation for some years, having formerly been in command of the Western Steamship Co.'s s.s. J. A. McKee.

One of our Canadian contemporaries says: "Wm. Phillips has been appointed

by the Canada Steamship Line as their representative in the office of the Robt. Reford Co., Montreal, general agents for Canada." This will be "news" to the Canada Steamship Lines management and to Mr. Phillips, who, as previously stated in Canadian Railway and Marine World, has been appointed Canadian Representative, Cunard Steamship Co.

Capt. Edward Martin, Superintendent of the Halifax Dockyards, who has been created a Companion of the Order of St. Michael and St. George, entered the Royal Navy in 1873, and has served on Admiralty stations in various parts of the world. He came to Canada in 1910, when the Dominion inaugurated a Naval Service Department, and has since been senior naval officer in charge of the dockyard and the Royal Naval College.

J. F. Condon, who has been appointed General Passenger Agent, Great Lakes Transit Corporation, Buffalo, N.Y., was City Passenger and Ticket Agent, Erie Rd., there, for the past eight years, and in addition to those duties, had charge of the Cleveland & Buffalo Transit Co.'s Buffalo office, and acted as agent for the various trans-Atlantic steamship lines. He commenced his transportation service as ticket clerk, Lehigh Valley Rd., Buffalo, N.Y., about 15 years ago.

Regulations Respecting His Majesty's Vessels.—The order in council, dated Nov. 15, 1916, amending the regulations for the government of the port of Halifax, N.S., respecting rules to be observed when His Majesty's ships leave the harbor, has been cancelled, and the regulations are amended by providing that such vessels when leaving the port shall hoist the letter O (International Code) at the foremast head, instead of the Union Jack.

Atlantic Mail Service Subsidies.—The Minister of Trade and Commerce stated in the House of Commons recently that the following subsidies were paid in 1916 for trans-Atlantic mail service: Canadian Pacific Ocean Services, Ltd., winter service at \$11,363.63 per round trip, \$159,090.82; summer service, at \$5,291 per round trip, \$100,529; a total for this company of \$259,619.82; White Star-Dominion Line, half trip, \$2,645.50. The subsidy claim for December quarter had not then been received.

Triangle Island.—The Marine Department has completed a short line of railway from Howes Harbor to the lighthouse on Triangle Island, B.C., 2.5 miles. The ties and other lumber required were secured locally, and the steel rails were part of those used during the construction on the Sooke waterworks project. A gasoline propelled car is used on the line, which was built mainly for the purpose of the transfer of stores and supplies to the lighthouse.

Proposed Dam on the St. Clair River.—The International Joint Waterways Commission has before it an application to build a submerged dam across the St. Clair River, to raise the level of Lake Huron. Opposition to the scheme is made by the Dominion Government, and all those interested in the maintenance of the levels on Lakes Erie and Ontario and the St. Lawrence River.

Toronto Water Borne Traffic.—The Minister of Customs stated in the House of Commons recently that for the year ended Mar. 31, 1916, 2,771 vessels, of a total of 1,636,620 tons register, arrived at Toronto, and 2,722 vessels departed, of a total of 1,366,723 tons register. There is no customs record of the tonnage of freight carried by these vessels.