

tou, the vessel is being repaired by R. Morel, Collingwood, and it is said that it will be ready for operation by the opening of navigation.

The Superior Sand and Towing Co., Ltd., has been incorporated under the Ontario Companies Act, with \$100,000 capital, and office at Fort William, to carry on a general towing, dredging and wrecking business. W. McCall, G. A. McLaurin, A. I. Perry, H. L. Palmer, Fort William, and G. Fineout, Port Arthur, are the incorporators.

A. V. Collins, heretofore chief clerk to Traffic Manager, Canadian Lake Line, Toronto, has been appointed General Freight Agent, in charge of all matters pertaining to traffic, rates and claims, with office at Toronto. The position of Traffic Manager, heretofore occupied by H. A. Young, has been abolished.

The Gilchrist Transportation Co.'s fleet of lake steamships, consisting of about 48 vessels, has been sold by auction by the Receivers, and it is reported that the amount received approximated \$3,500,000. Several of the vessels owned by this company have, at various times, been acquired by Canadian companies operating on the Great Lakes.

The Keystone Transportation Co.'s s.s. Keystorm, which sank about 12 miles west of Brockville in Oct., 1912, has been finally abandoned. A diver was recently sent down, and his report was to the effect that the vessel was lying on her starboard side in deep water, with her bow ripped for about 60 ft., and he considered it would not be possible to raise her.

J. S. Robertson, of Owen Sound, is reported to be forming a company for the establishment of a steamship service between Owen Sound and Fort William. On his recent return from Cleveland, Ohio, he is reported to have stated that he had secured options on two vessels from Hutchinson and Co., there, and that he hoped to take up the options and to have the line in operation early in the spring.

The U.S. Lake Survey reports the levels of the Great Lakes in feet above tidewater, for February, as follows:—Superior, 601.61; Michigan and Huron, 579.96; Erie, 572.39; Ontario, 246.75. As compared with the average February levels for the past 10 years, Superior was 0.23 ft. below; Michigan and Huron, 0.10 ft. below; Erie, 0.81 ft. above, and Ontario, 1.23 ft. above. It was anticipated that during March, Superior, Michigan and Huron would fall 0.1 ft., Erie 0.2 ft., and Ontario 0.3 ft.

The Temiskaming Navigation Co. held its annual meeting in Haileybury, Mar. 12. The report showed a profit of about \$5,000 for the year, as against a deficit of about \$1,500 for the previous year. The following are the directors for the current year:—President, J. Lumsden, Ottawa; Vice President, A. Ferland, Haileybury; Secretary-Treasurer, pro tem, J. A. Laroche, Haileybury; other directors, G. H. Rochester, Haileybury; S. McChesney, Liskeard, and J. I. McCracken, Ottawa. The Haileybury Navigation Co.'s annual meeting was held subsequently, and the same officers and directors were also elected.

The Algoma Central Steamship Line has acquired from the receivers of the Gilchrist Transportation Co., Cleveland, Ohio, the two freight steamships, Saturn and Uranus, both of which will be transferred to the Canadian register. They were built at Wyandotte, Mich., and Lorain, Ohio, respectively. Following are the chief dimensions, etc.:—Length, 346 ft.; breadth, 48 ft.; depth, 28 ft.; hatches, ten, each 8 ft., spaced 24 ft. centres; engines, triple expansion, with cylinders 22, 35 and 58 ins. diam., by 42 ins. stroke; boilers, two

Scotch type, 13 ft. 2 ins. by 11½ ft., 170 lbs. working pressure; cargo capacity, 5,500 tons; tonnage, Saturn, 3,717 gross, 2,772 register; Uranus, 3,748 gross, 2,943 register.

The Canadian Towing and Wrecking Co. is having built at Port Arthur an ice breaking steam tug, to be named J. T. Horne, which will be ready for operation early in the summer. The dimensions will be:—Length over all, 125 ft.; length between perpendiculars, 114 ft.; moulded beam, 28 ft.; moulded depth, 16 ft. The frames are spaced very closely forward in that part of the shell which will come in contact with ice, and she is strongly plated throughout this part. The propelling machinery consists of triple expansion engines, with cylinders 18, 30 and 48 ins. diam., by 39 ins. stroke, supplied with steam by one Scotch boiler 15 ft. 4½ ins. diam. by 11½ ft. long, with three furnaces equipped for natural draught, with a working pressure of 185 lbs. In addition to the ordinary pumps, the vessel will be fitted with a large fire pump, with one turret nozzle forward and connections for hose lines on both sides of the cabin. She will also be equipped with electric light throughout and a large searchlight.

### British Columbia and Pacific Coast Marine

The C.P.R. s.s. Princess Ena has been drawn out on the ways at Esquimalt for a general overhauling.

The C.P.R. s.s. Princess Royal, which has been laid up for overhauling during the winter, has been replaced in service.

Press reports from Port Mann state that work on the lengthening of the present dock, making it a mile long, will be resumed at an early date.

M. J. Wright, heretofore Contracting Freight Agent, Pacific Coast Steamship Co., Seattle, Wash., has been appointed General Agent of the company, at Vancouver, B.C.

The Dominion Public Works Department's dredge Mastodon is at work dredging the Parthia Shoal in Burrard Inlet. For navigation purposes, a stake light is being maintained until the completion of the work, on the north side of the channel south of the shoal.

The Fort George Lake and River Transportation Co., Ltd., has been incorporated under the British Columbia Companies Act, with \$50,000 capital, and office at Fort George, to own and operate steam and other vessels and carry on a general navigation business.

It is reported that the C.P.R. has decided to lengthen its s.s. Princess Mary, but no details are available, and it is improbable that anything will be done in the matter until the return of J. W. Troup, Manager of the B. C. Coast Service, from Great Britain.

There is under construction at Port Arthur, a new and powerful ice breaker for the Great Lakes Dredging Co. The vessel will be of steel throughout, 120 ft. long, and will have approximately 700 h.p. more than the ice breaker James Whalen, which is at present the most powerful one on the Great Lakes.

C. Gardiner Johnson, who has been appointed agent for the Hamburg-American and Eastern Asiatic Steamship Co., at Vancouver and Victoria, was reported recently to be negotiating for the acquirement of waterfront sites for the erection of office and warehouse buildings in Vancouver.

The Coquitlam Shipbuilding and Marine Railway Co. recently announced that to-

wards the end of March, it would build its first steamboat on the Fraser River. The vessel, which will have capacity for about 2,000,000 ft. of lumber, will be 236 ft. long over all, 187 ft. keel, and 43 ft. beam, and oil will be used as fuel.

The White Pass and Yukon Route is reported to be building two steamboats at White Horse for the Alaska trade. The vessels will, it is said, be equipped with the machinery from the steamboats Tyrell and Victoria. The question as to whether these vessels will be placed on the Canadian or U. S. register is said to be undetermined, this depending on the U. S. decision as to whether Fairbanks is to be made an open port or not.

The Minister of Marine is considering the question of the appointment of assessors in cases of enquiry into marine accidents. The composition of recent courts, especially in British Columbia, has been the subject of considerable comment, culminating in the recent refusal of the master of the Union Steamship Co.'s Chelohsin, to give evidence in the enquiry into the stranding of that vessel in the Skeena River, on the ground that the assessors appointed were not competent to deal with the matter, being deep sea men, and not acquainted with coast navigation conditions. The courts in some later cases have been composed of men more in touch with local conditions, and it is presumed that any new rules which may be promulgated by the Department will follow on the lines indicated in these later appointments.

### Terms for Installation of Wireless Telegraphy on Vessels.

When the bill "An Act respecting Radiotelegraphy" was before the House of Commons Committee on Marine and Fisheries recently, there was considerable discussion as to the cost of installing and maintaining wireless telegraph apparatus on vessels. J. H. Lauer, Manager of the Marconi Wireless Telegraph Co. of Canada, submitted a copy of the standard agreement, some of the principal provisions of which are as follows:—The company installs the apparatus at its own cost and pays the operator. The vessel owner provides cabin accommodation and board for the operator, also masts, spreaders, halyards, aerials, insulators, accumulators, electrical current, mains and controlling gear. Vessel owners are to pay on the following scale:—\$1,000 a year for steamships in service during navigation season only; \$1,250 a year for steamships in service the whole year. If more than one operator has to be provided, an additional \$500 is payable for steamships in service during navigation season only and \$600 for steamships in service during the whole year. Monies received by the company for transmission of messages are to be divided between the company and the vessel owner, after \$250 ship's tax has been retained by the company. The company is to be entitled to a share of any salvage money which the ship may earn, according to the extent to which the wireless apparatus and operator may have contributed to the rendering of such service. The ship owner is to provide the operator with board, etc. Contracts are made for five years, with privilege of renewal.

The Western Elevator Co. has awarded a contract to the Burrell Construction Co., Chicago, Ill., for an annex to its grain house on the Kaministikwia River, at Fort William. The additional capacity will be for 1,100,000 bush., and it is understood that the work will be completed for the accommodation of the forthcoming season's crop.