

Mainly About Marine People.

Capt. Walsh, Marine Superintendent, Atlantic Steamships, C.P.R., addressed the Sailors' Club, Montreal, recently, on the responsible part played in the war by the mercantile marine.

W. G. Ross, Chairman, Montreal Harbor Commissioners, was elected First Vice President of the American Association of Port Authorities, at the association's annual convention at Los Angeles, Cal., recently.

Capt. H. I. Matthews, who died at Colborne, Ont., Sept. 16, after an illness lasting several weeks, was formerly a master mariner on the Great Lakes, but had not been intimately associated with lake transportation for 30 years.

Lieutenant-Engineer A. Gordon, formerly a chief engineer on one of the vessels of the C.P.R. British Columbia Service, is reported to have been awarded the Russian Imperial Order of St. Anne, third class, for services on H. M. S. Jupiter, while engaged on the White Sea.

James Carruthers, President, Canada Steamship Lines Ltd., has contributed \$100,000 to the Military Hospitals Commission Disablement Fund, for the supplementing of pensions granted by the Government where these are deemed to be insufficient, and for special purposes.

Capt. John Manson, keeper of the Colchester Reef lighthouse in Lake Erie for the last 26 years, died at Amherstburg, Sept. 20, aged 75. He was engaged on sailing vessels for a number of years, and prior to being given charge of the lighthouse, was on the old lightship Dunscomb, stationed at Bar Point.

Wm. McGuinness, heretofore in the Liverpool, Eng., office of Allan Bros. and Co. of United Kingdom Ltd., has been appointed Manager of that company's office in Glasgow, Scotland, vice W. McK. Rodan, General Passenger Agent Allan Line Steamship Co., and Glasgow Manager Allan Bros. and Co. of U. K., who has returned to London, Eng.

C. A. Jaques, who was formerly interested in marine affairs, in connection with the Merchants Montreal Line, the C. A. Jaques Transportation Co., etc., has, in conjunction with A. M. and F. H. Jaques, incorporated Everyman's Car Co. Ltd., with \$40,000 capital and office at Ottawa, Ont., to manufacture and deal in motor cars and similar vehicles.

R. A. Spawton has not been appointed Purchasing Agent of the Marine & Fisheries Department at Halifax as reported in the daily press, and we are informed that no such appointment is contemplated. He has been a clerk at the Halifax agency for a number of years, and has been entrusted recently with purchasing such local supplies as the agency may require from time to time.

Capt. P. M. Campbell, who died at Collingwood, Ont., Sept. 10, aged 69, was a native of the Maritime Provinces, and had commanded vessels on the Great Lakes since the early sixties. He was one of the founders of the Georgian Bay Navigation Co., the name of which was changed in 1880 to Great Northern Transit Co. This company was amalgamated with the North Shore Navigation Co. in 1899, under the name of the Northern Navigation Co. of Ontario, and is now a subsidiary of Canada Steamship Lines Ltd. He was also one of the founders of the Collingwood Drydock Co., now the Collingwood Shipbuilding Co., of which he was a director at the time of his death. One of his sons, Capt. A. L. Campbell, is in command of the Northern Navigation Co.'s s. s. Huronic.

Atlantic and Pacific Ocean Marine.

The contract for the repair of the s.s. Hendon Hall which was wrecked in Trinity Bay, in Nov., 1914, has been awarded to the Davie Shipbuilding Co., Levis, Que.

The s.s. Bengore Head, which was damaged in collision with the s.s. Batiscan, early in August, and taken to the Davie dry dock at St. Joseph de Levis for repairs, was finished and discharged from the dock, Sept. 9.

The U. S. s.s. Allaguasha, bound from Copenhagen, Denmark, for New York in ballast, put in at St. John's, Nfld., Sept. 12, for temporary repairs, after a collision with the Parrsboro, N.S., barque Ravenscourt, 20 miles from Cape Race, Sept. 10.

A steamship named Iceland, intended for the Newfoundland sealing industry, was launched in Scotland recently, and it is announced that she may be taken over by the Russian Government for ice-breaking service at Archangel, instead of crossing to Newfoundland.

The Allan Line s.s. Pretorian, which collided with the s.s. Kansan, off the mouth of the Saguenay River, in the St. Lawrence, Sept. 15, arrived at Montreal, Sept. 17, under her own steam. After discharging passengers, mails, etc., she was dry-docked for examination and repairs.

The France and Canada Steamship Co., Ltd., has been incorporated under the Dominion Companies Act with \$1,000,000 capital and office at Montreal, to carry on a general steamship business between Canada and France, and to own and operate steam and other vessels in connection therewith.

The Maskinonge Steamship Co., Ltd., and the Laurentian Steamship Co., Ltd., have been registered in Liverpool, England, to take over certain steamships from Bowring and Co., together with certain contracts between that firm and the Dominion Coal Co. The first named company has a capital of £20,000, and takes over the s.s. Maskinonge, and the latter company has £75,000 capital, and takes over the s.s. Batiscan and s.s. Kamouraska.

The Ulster Steamship Co., owning the s.s. Bengore Head, has served a writ on the owners of the s.s. Batiscan, under charter to the Dominion Coal Co., for \$150,000 damages sustained when the two vessels collided in the St. Lawrence recently. It is reported that the owners of the Batiscan intend suing the Bengore Head owners for \$50,000. At the recent investigation into the causes of the accident the judgment of the Dominion Wreck Commissioner, which is given in this issue on another page, held that the Batiscan was solely to blame.

The Federal District Court at New York City, recently authorized P. A. S. Franklin, receiver for the International Mercantile Marine Co., to pay \$5,250,000 for five steamships owned by the Pacific Mail Steamship Co., operating on the Pacific. The vessels were bought for the Atlantic Transport Line, a subsidiary of the International Mercantile Marine Co. Following are particulars regarding them:—

Name.	Built.	Gross tons.	Cost.	Selling price.
China	1889	5,060	\$ 800,000	\$ 250,000
Korea	1902	11,276	2,200,000	1,000,000
Manchuria	1904	13,369	2,600,000	1,500,000
Mongolia	1904	13,639	2,600,000	1,500,000
Siberia	1902	11,284	2,200,000	1,000,000

The Union Steamship Co., of New Zealand, is reported to have purchased the British s.s. Maritime, and it is said that she will be placed in service between Australasia and Canada. The s.s. Maritime was formerly the Norddeutscher Lloyd s.s. Schlesien, and after being captured by the British, she was condemned by the prize

court and sold to the Maritime Steamship Co., Liverpool, who renamed her Maritime. The price paid for the vessel at the prize court auction is reported as \$326,000, and the price paid by the Union Steamship Co. is said to be \$600,000.

Maritime Provinces and Newfoundland.

An order in council has been issued establishing a permanent harbor quay line at Halifax, N. S., beyond which wharves, piers, breakwaters, etc., shall not in future be built.

An explosion took place on board the Newfoundland schooner Hiawatha, at Halifax, N.S., Sept. 10, and three members of the crew died as a result of injuries received. The vessel was loaded with gasoline, valued at \$5,000, and as a result of the subsequent fire was, with about 30 ft. of the wharf, destroyed.

The Marine Department announces the removal, on or about Sept. 30, of the lightship maintained on Lurcher shoal, off Yarmouth, N. S., for repairs. During the absence of the vessel, the station will be marked by a combined gas and whistling buoy, painted red, and showing an occulting white light. It is anticipated that the vessel will be replaced on or about Nov. 1.

The Reid Newfoundland Co.'s s.s. Home, which has for some time been doing coastal work at Green Bay, has been placed on the Cabot Strait service temporarily, taking the place of the s.s. Bruce, which was sold to the Russian Government recently for icebreaking service at Archangel. The company has not as yet made any arrangements with regard to the permanent replacement of the Bruce.

The Public Works Department's District Engineer reports that the channel through the bar at the entrance to South Ingonish, N.S., was originally dredged to a width of 200 ft. and a depth of 14 ft., but it has gradually narrowed and shoaled. In 1909 a dredge was engaged in deepening the channel to 20 ft., and widening it to 180 ft., but the work was not completed, and at present a channel, not quite straight, with an average width of 130 ft. is available with the full depth of 20 ft. The channel is marked by three starboard and three port hand buoys.

Province of Quebec Marine.

Considerable progress has been made during the summer on the St. Charles River improvement works. It is expected that the dam above the locks will be completed by the close of navigation. Dredging on the new course of the river is proceeding actively. On the Louise embankment the area southeast of the locks is to be filled in and used as a freight yard. Quinlan & Robertson are the general contractors.

The Marine Department has established two pairs of day beacons to mark the channel in Lake St. Peter leading to the mouth of the Petite Yamachiche River. The Department has also announced that in order to obviate confusion between the Boucherville range lights and the Boucherville west range lights, the former, nos. 1439 to 1440, are now designated as Ile Grosbois range lights, and the latter, nos. 1447.4 and 1447.5, as Daigneault range lights.

A Montreal press report states that Canada Steamship Lines, Ltd., is guaranteeing to every employe, married or single, who enlists for service at the front, his position on his return, and will insure the lives of all married employes who enlist. The com-