

ernment, and that plans have been approved. They will be located respectively at the foot of Notre Dame Ave., and at Rover St. The first named will be 357 by 30 1/4 ft., and the latter will be 351 by 30 1/4 ft. They will be of the open pile type with 5 ft. centres and the piles will go down 30 ft. to rock. When the docks are completed they will be handed over to the local Harbor Commission.

British Columbia and Pacific Coast Marine.

The Northern Dredging Co., Ltd., Vancouver, has given notice of an assignment to R. Forrester, for the benefit of its creditors.

The C. P. R. s. s. Otter was considerably damaged by fire in her engine room, while lying at her wharf at Victoria, Sept. 7. She had not been in service for a few months, and had just returned from Vancouver with a cargo of coal.

Dredging is in progress at the mouth of the Courtenay River, Courtenay, under the superintendence of District Engineer Lambert of the Public Works Department. The Dominion Government granted \$22,000 for the work recently.

The Burrard Inlet Gravel and Dredging Co., Ltd., has been incorporated under the British Columbia Companies Act, with \$10,000 capital and office at Vancouver, to carry on a general contracting business, and in connection therewith to own and operate steam and other vessels.

The G.T. Pacific Coast Steamship Co.'s s.s. Prince George, which, on the outbreak of war, was requisitioned by the British Admiralty, and was arranged to act as a hospital ship, has been released, and as soon as the necessary changes are made will be returned to her ordinary service.

The contract for repairs to the C.P.R. s.s. Princess Victoria, which was damaged in collision with the Alaska Pacific Navigation Co.'s s.s. Admiral Sampson, has been awarded to Yarrows, Ltd., Esquimalt. It is stated that about 16 bow plates will have to be renewed and a section of the stem replaced. The vessel is at present in the dry dock at Esquimalt.

The G. T. Pacific Coast Steamship Co.'s s. s. Prince Albert, which was wrecked on Butterworth Rock, towards the end of August, is reported to have been abandoned as a total loss. C. H. Nicholson, General Manager of the company, who returned from the wreck, Sept. 1, is reported to have stated that she had a list of 50 degrees, and at high tide was practically awash. She was formerly known as Bruno, and was built at Hull, England, in 1892, and purchased by the G. T. P. Coast Steamship Co. on the formation of the company, when her name was changed. She was screw driven by engine of 170 n. h. p. Her dimensions were, length 232 ft., breadth 30 ft., depth 14 ft.; tonnage, 1,015 gross, 587 register.

The C. P. R. s. s. Princess Victoria and the Alaska Pacific Navigation Co.'s s.s. Admiral Sampson, were in collision off Point No Point, about 20 miles from Seattle, Wash., Aug. 26, the latter vessel sinking and 8 of the crew and 3 passengers losing their lives. One of the passengers reported among the lost was the wife of G. Banbury, clerk, Grand Trunk Pacific Coast Steamship Co., Seattle. The Princess Victoria has been libelled for \$670,000, and the C. P. R. filed a claim in the Federal Court at Seattle that this is excessive. The court appointed appraisers to value the vessel, and this was fixed at \$285,520 for the vessel and \$705.10

for the cargo. The C. P. R. states that the accident was due to the excessive speed of the Admiral Sampson in a fog, and claims that the Princess Victoria has been damaged to the extent of \$20,000, which the Alaska Pacific Navigation Co. should pay, with such other damages as passengers and owners of freight may claim.

Wreck of Grand Trunk Pacific Coast Steamship Co.'s s.s. Prince Albert.—The judgment of the Wreck Commissioner's court, presided over by Capt. J. D. Macpherson, with Capt. J. Gosse and H. Denyer as nautical assessors, at Vancouver, B. C., Sept. 8, re the wreck of the G.T. Pacific Coast Steamship Co.'s s.s. Prince Albert, near Masset, recently, stated that Capt. J. J. Flood, the officer in charge, showed an utter want of all the characteristics required for such a responsibility, and he must have known, from his long experience, that he was in dangerous waters. His certificate of competency as the master of a passenger vessel in the coasting trade was suspended for three months. Capt. D. McKenzie, the master, was justified, under the existing circumstances, for retiring to rest, but he was severely reprimanded for not leaving instructions to be called before a certain specified point was reached. The court also found that, after the accident, everything was done that was possible for the preservation of life and property, and that the discipline was excellent.

Navigation Aids in Hudson Bay.—It is announced from Ottawa that the Government programme of work in connection with the navigation of Hudson Bay, for this year, covers the preparation for the erection of three wireless telegraph stations in the Strait and at the bay entrance, so as to give continuous communication from the open ocean to Port Nelson and Fort Churchill. The actual construction of these sections will, however, not be undertaken until next year. The Government s. s. Acadia is engaged in charting the Strait, and other Government vessels are taking soundings and doing general survey work for the harbors at Port Nelson, Fort Churchill and at the mouth of the Notaway River. Two lighthouses are to be commenced this year, one on either side of the entrance to the Port Nelson harbor, and a third will be built on a newly charted shoal in the bay.

The Marine Department has issued a notice to mariners cautioning them that Government vessels are sometimes engaged in sweeping operations off ports in Canada, and whilst so engaged they work in pairs connected by a wire hawser, and are consequently hampered to a very considerable extent in their manoeuvring powers. With a view to indicating the nature of their work they show a black ball at the foremast head and a similar ball at the yard arm, or where it can best be seen, on that side on which it is dangerous for vessels to pass. For mutual safety, other vessels, whether steamers or sailing craft, should endeavor without violating the rule of the road, to keep out of the way of vessels flying this signal, and should especially remember that it is dangerous to pass between the vessels of a pair.

A dipper dredge for the Randolph Macdonald Co., Ltd., of Toronto, was launched recently at Welland, Ont., by M. Beatty & Sons, Ltd. It is of the boom and A frame type, with a 3 1/2 cu. yd. dipper to work in 30 ft. of water. The steel hull is 107 ft. long, with 36 ft. beam. It is 9 1/4 ft. deep at the bow and 8 1/4 ft. at the stern. The boiler is of the Scotch marine type and is of ample size to furnish steam for the entire plant when working under heavy load. The bow

anchors are made of steel plating, 28 by 30 ins. by 55 ft. long, with a circular reinforcement on the inside, forced into place and firmly rivetted. All the sheaves and bearings, as well as the anchor points, are of open hearth steel castings. The dredge is expected to be completed early in the autumn.

The Kiel Canal, of which so much is heard during this war, runs from the mouth of the River Elbe, in the North Sea to the fjord of Kiel, in the Baltic Sea, about 60 miles. Its normal width is 335 ft. at the surface and 144 at the bottom, with a depth of 36 ft. New twin locks have been built alongside the old ones at each end. They have an available length of 1,082.6 ft. and width of 147.6 ft. Intermediate gates may be used to cut off a chamber 328 ft. long. The locks at Panama are only 1,000 by 110 ft. The reconstruction of the Kiel canal cost \$55,000,000.

Telegraph, Telephone and Cable Matters.

The Canadian Northern Telegraph Co. has opened offices at Westside and Steep Rock, Man., and Hearne, Sask.

W. J. O'Connor, night chief operator, C. P. R. Telegraphs, Ottawa, for the last ten years, died there, Sept. 8, aged 42, after about a month's illness.

The Great North Western Telegraph Co. has opened offices at Thamesville, Ont., and at Cedars Station, Lake St. Joseph Hotel, Valcartier Camp and Valcartier Rifle Ranges, Que., and has closed its various offices which are only opened for the summer season.

The Pacific Cable Board's cable between Canada and Australia, was reported to have been severed in the neighborhood of Fanning Island, early in September. The actual cause of the break has not transpired, but it is believed to have been cut by one of the German cruisers in the Pacific which has not yet been located. It was announced that the cable would be repaired and communication restored as soon as possible.

A London, Eng., press dispatch of Sept. 18, stated that the Postmaster General, who has been in communication with the cable companies regarding the heavy charges falling upon the commercial community on account of the compulsory insertion of full addresses and signatures in messages, hopes to make an arrangement which will substantially reduce the cost of cables to countries outside the European system.

At the annual meeting of the Marconi Wireless Telegraph Co. in England recently, the report for the year showed a gross profit of \$1,227,915. Final payments of the dividend of 10% on both classes of shares have been made for the year. Favorable mention was made of the progress of the Canadian and other companies, and also of the general development of the wireless compass or direction finder, some details of which have already been given in Canadian Railway and Marine World.

The Dominion Government has taken over the completed wireless telegraph stations at Port Nelson in Hudson Bay, and at Pas. Man. These stations were erected under contract by the Marconi Wireless Telegraph Co., which was to operate them for one year. This period having expired, the stations have been placed under the jurisdiction of the Naval Department. It is announced that wireless telegraph stations are to be erected at Maunsell Island, at the western extremity of Hudson Strait; at Ash Inlet, about the centre of the Strait; and at Button Islands, at the Atlantic end of the Strait.