

ing completed her work of surveying B.C. waters, all of which will now be undertaken by the Dominion Government's survey steamship Lillooet, has paid off her crew, and has been berthed for the winter. It is stated that she will probably be offered for sale, and that she may be purchased by the Government for use as a training ship.

Preparations have been commenced near Vancouver, for the dredging, next summer, of the First Narrows. The Marine Department's steam tug Newington, recently removed the beacon and installed a mechanical fog bell.

The Canadian North Pacific Fisheries, Ltd., registered under the Dominion Companies Act, with a capital of \$2,500,000, and office at Toronto has been licensed to carry on its business in British Columbia, with Dr. L. Rissmuller, Vancouver, as its attorney.

The s.s. Henriette, formerly owned by Mackenzie Bros., and during the past season, operated under charter by the G.T.P. Steamship Co., has been chartered by the Canadian Pacific Whaling Co., to make trips to Naden harbor, Virago Sound, at the north of Queen Charlotte Islands, conveying men and material for the construction of a new whaling station.

The Vancouver city council received tenders, Dec. 30, for a launch to be used to convey patients to and from the Isolation Hospital, opposite Barnet. The launch must be complete, and equipped with engine of not less than 40 n.h.p., which may be driven by either steam or gasolene. The approximate dimensions quoted are: length 50 ft., beam 12 ft., draught 3½ ft.

The Standard Fish and Fertilizer Co., Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$1,000,000, to take over the assets and business of the Pacific Coast Fisheries,

Ltd.; to conduct a general fisheries business, and in connection therewith to own and operate steam and other vessels of all descriptions, wharves, docks, warehouses and fishing stations.

The Fort George Timber and Transportation Co., Ltd., has been incorporated under the B. C. Companies Act, with a capital of \$200,000, to take over as a going concern the business of the Fort George Lumber and Navigation Co., Ltd., with its assets and liabilities, and in connection therewith to own and operate steam and other vessels, wharves, docks, piers, etc., and to carry on a general shipowning, navigation, stevedoring and carrying business.

The British Columbia Shipping Co., Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$35,000, and office at Victoria, to build own and operate steam and other vessels, and to carry on a general shipping and navigation business. Press reports state that a vessel will shortly be ordered, 120 ft. long, with beam of 24 ft. and draught of 9 ft., on 340 tons displacement. The engines are to have about 240 n.h.p. to develop 10 knots an hour.

The vessel which the C.P.R. has ordered for its Pacific coast service, which was mentioned in our Dec., 1910, issue will be practically a duplicate of the recently arrived s.s. Princess Adelaide. Her dimensions will be:—Length between perpendiculars, 290 ft.; beam, 46 ft.; depth of hold, 17 ft., and she will have a speed of 16 knots an hour. On her arrival on the coast it is proposed to establish a service between Vancouver and Victoria three times a day, leaving each city about 10 a.m., 3 p.m., and 11.30 p.m.

The specifications for the building and laying out of the Department of Marine's lighthouse and buoy depot at Prince Rupert, tenders for which will be received to Jan. 3, include the erection of

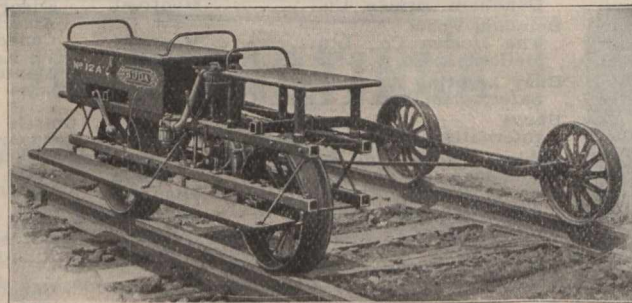
a buoy shed and machine shop, powerhouse and reinforced concrete chimney, carbide store, storehouse, offices, dwellings, etc.; the installation of water and drainage systems, the storage of machinery delivered by the Department, and the erection of a travelling crane of 20 tons capacity. The depot will be located on the south shore of Casey Cove, on the west side of Prince Rupert harbor, and 2½ miles south of the wharf. The wharf, which it is proposed to build, will be 405 ft. long by 40 ft. wide, and 56 ft. wide for about 105 ft. of the length. It will consist of concrete piles, which will be carried up as columns, braced with horizontal and diagonal members, the tops of the columns being finished off at 126.93 ft. The contractor will be called upon to commence work within 30 days after the signing of the agreement, and the work must be completed and ready for occupation on or before Dec. 1.

During Sept. and Oct., 1910, 10 employees were killed and 11 injured in the course of their work in connection with the navigation of Canadian waters. Of the fatalities, five were due to drowning, three to falling material and two to falls; while of the other accidents, four were due to machinery, three each to falls and to falling material, and one to being scalded.

The Steamboat Inspection Board reports to the Marine Department, that there were 1,978 steam vessels, of 440,819 tonnage, known to the inspectors, on the Dominion register, and 162 steam vessels of 238,227 tonnage, not on the Dominion register, inspected, during the year ended Mar. 31, 1910. The amount collected in fees from the Dominion registered vessels, was \$6,469.60. Thirty-two casualties were reported during the year, and penalties were enforced in two cases of passenger overcrowding.

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