

## Manitoba, Saskatchewan and Alberta.

The Peace River Tramway and Navigation Co.'s s.s. D. A. Thomas, at present under construction at Peace River Crossing, Alta., is expected to be ready for service by May. She will be 175 ft. long by 40 ft. beam, and will have a speed of 16 knots an hour in still water. The Peace River has a current of about 4 miles. She will be placed on the run from Vermilion Chutes, Alta., to Hudsons Hope, B.C., about 570 miles, and will handle a cargo of about 2,000 tons, of which 500 will be on her decks, and the balance in scows. She is being equipped with every modern convenience, including electric light, hot and cold water supply, etc. Oil storage tanks are also being installed, but until the oil supplies are developed, cordwood will be burned. All the timbers for the hull were shipped from Vancouver via Calgary and Edmonton, and thence by the Edmonton, Dunvegan and British Columbia Ry. to the end of rail, from whence they were teamed for the remainder of the distance, 35 miles, to Peace River Crossing. She is being equipped with two boilers, supplied by Polson Iron Works, Ltd., Toronto.

## British Columbia and Pacific Coast.

The Union Steamship Co.'s s.s. Camosun, grounded near Lima Point, at the entrance to Prince Rupert harbor, Mar. 7.

The C.P.R. s.s. Princess Maquinna, which was beached at Menzies Bay, after striking on Maud Island, Feb. 1, has been overhauled and repaired at North Vancouver and resumed service. The work included the fixing of a number of plates and repairs to the engine room.

The C.P.R. s.s. Otter, which was wrecked on Sidney Island, Oct. 9, 1915, when going to assist the wrecked s.s. Mariposa, which had run ashore on Napier Point, Campbell Island, the previous day, has been salvaged, and was taken to Victoria for overhaul and repairs at the end of February.

The Grank Trunk Pacific Coast Steamship Co.'s s.s. Prince Albert commenced a fortnightly service, Mar. 15, from Vancouver, calling at way ports to Prince Rupert and Stewart, returning to Prince Rupert and thence to Queen Charlotte Islands, returning again to Prince Rupert and thence to Vancouver.

M. H. MacLeod, General Manager, Canadian Northern Ry., is reported to have stated, while in Vancouver recently, that two steam tugs had been purchased in Victoria, for the company's ferry service between the mainland and Vancouver Island, and that tenders for the construction of barges for transferring cars would be called for shortly.

The Grand Trunk Pacific Coast Steamship Co. has sold its s.s. Henriette to the Coastwise Steamship & Barge Co., Vancouver. The Henriette, which was formerly a sailing vessel, was acquired by the G.T.P.C.S. Co. in 1910, and is equipped with engine of 32 n.h.p. driving a screw. Her dimensions are: length 160 ft., breadth 30 ft., depth 18.9 ft.; tonnage, 762 gross, 518 register.

The Dominion Government s.s. Quadra, which was sunk off Nanaimo harbor, Feb. 26, as the result of a collision with the C.P.R. s.s. Charmer, is to be sold as she

lies under water, just visible at low tide, near the entrance light of the harbor. She was built at Paisley, Scotland in 1891, and was screw driven by engine of 120 n.h.p. Her dimensions were, length 174.5 ft., breadth 31.1 ft., depth 13.6 ft.; tonnage, 573 gross, 265 register. She was valued at about \$80,000, and was utilized in the lighthouse and buoy service along the Pacific coast. An official enquiry was opened early in March at Nanaimo, by Capt. J. D. Macpherson, Wreck Commissioner for British Columbia.

A bill has been introduced in the House of Commons granting additional powers to the Vancouver Harbor Commissioners to charge certain fees within the territory of their jurisdiction. The Shipowners' Association of British Columbia, on Mar. 10, telegraphed a protest to the Minister of Marine, intimating that a press report that the bill had been introduced was the first knowledge that the Association had of the matter, and asking that shipping and lumber interests should be given an opportunity of expressing their views. The Minister replied that the bill merely gave authority to the Commissioners to enforce fees subject to the approval of the Governor in Council, and that no fees would be imposed without due consideration.

**Steamship Line between America and Russia.**—R. Martens and Co. Inc., has been incorporated in Delaware, with the object of establishing a steamship line between United States and Russian ports. Lord Rhondda, who is associated with several transportation projects in Canada, is President of the company, R. C. Martens of Petrograd is Vice President, and J. H. Torney, until recently Assistant Manager, Atlantic Steamship Lines, Southern Pacific Co., has been appointed Manager. For the present, it is stated that a service will be given between New York and Archangel, and on the conclusion of peace, a direct service between New York and Black Sea ports will be provided. The company has leased the new municipal pier at Stapleton, Staten Island for 20 or 30 years, at an average rental of \$50,000 a year. While visiting in Canada recently, Mr. Martens is reported to have stated that should the Canadian traffic offering justify it, some of the vessels would call at Canadian ports, and as such trade grew, vessels would sail direct to Montreal or Halifax.

**Closing of Lights in the Gulf of St. Lawrence.**—The statement in the preface to the Marine Department's list of lights and fog signals on the Atlantic coast, to the effect that the lights are maintained in operation whenever navigation in the vicinity is open, is qualified by the announcement that experience has shown that the average date for placing lightships in the spring, is Apr. 20, and for their removal, Nov. 28. As it is impossible to communicate with many isolated stations in the Gulf late in the autumn, navigation in the river and Gulf will be declared closed on Dec. 23, and the lights will be extinguished after the night of Dec. 22. If for any exceptional reason it is found desirable to extend the date, arrangements can be made through the Quebec agency for notifying such stations as can be reached by telegraph or telephone, but the most remote stations and some island stations cannot be reached. The lights at Cape Ray and Cape Anguille, Nfld., are kept in operation until Jan. 31.

## Mainly About Marine People.

H. A. Calvin, of the Calvin Co., Kingston, Ont., has been elected President of the Kingston Canadian Club.

Francis King, M.A., Counsel, Dominion Marine Association, has been elected President of the Kingston, Ont., Board of Trade.

A. S. Maynard, heretofore Chief Commissary Agent, C.P.R., Montreal, has been appointed Purchasing Agent, Canadian Pacific Ocean Services, Ltd., Montreal.

Capt. Isaac Watt, a local shipmaster, has been appointed wharfinger of the Government dock at Windsor, vice Jas. Reid, who has resigned on account of ill health and pressure of other duties.

G. P. Browne, Managing Director, Montreal and St. Lawrence Ports Stevedore Co., died at the Royal Victoria Hospital, Montreal, Mar. 7, aged 65, from blood poisoning, the result of an accident over a year ago.

J. J. Nelligan, District Freight Agent, and Geo. Hearn, Soliciting Freight Agent, Canada Steamship Lines, Montreal, have qualified as officers at Halifax, N.S., and will go to the front in the 199th Battalion, Irish Rangers, C.E.F.

Lady Montagu Allan, of Montreal, who is living at Folkestone, Eng., for the present, is devoting much attention to wounded soldiers in the local hospitals, and frequently takes parties of them for drives or to moving picture shows.

**Shortage of Ships on Atlantic Coast.**—In the House of Commons, Mar. 21, Hon. W. Pugsley asked whether the Canadian Government was consulted in connection with the requisitioning of Canadian vessels engaged in the coastwise trade. A coal famine was threatened in St. John, N.B., as the result of the taking away by the British authorities of many vessels so engaged. Sir Robert Borden replied that the whole situation was a very difficult one, not only so far as Great Britain was concerned, but all the other allied countries which needed tonnage. With regard to the requisitioning of Canadian coasting vessels, he agreed that the Canadian Government should be consulted. Sometimes it had, but not always. The needs of the war might be so great that Canada could not object. In any case, he hoped the St. John situation would be satisfactorily alleviated.

The s.s. Port Dalhousie, owned by Forwarders Limited, Kingston, which has been engaged in ocean service in Europe for some time, was sunk at sea, Mar. 19, presumably by a German torpedo, while bound from South Wales to France with grain. She was built at Middlesbrough, Eng., in 1913, and was of steel with watertight and 2 nonwatertight bulkheads, steel boiler house, and equipped with triple expansion engines with cylinders 14½, 24½ and 40 ins. diam., by 30 ins. stroke, 650 i.h.p. at 85 r.p.m., supplied with steam by a Scotch boiler 14 by 11½ ft. at 180 lbs. Her dimensions were, length 250 ft., breadth 42½ ft., depth 19 ft.; tonnage, 1,744 gross, 1,129 register.

**Tonnage of Canadian Registered Vessels.**—The Minister of Marine stated in the House of Commons recently, that the aggregate net tonnage of all steam vessels on the Canadian register for 1910, was 337,721, and the aggregate annual increases were, 1911, 17,864 tons; 1912, 34,149 tons; 1913, 39,562 tons; 1914, 25,772 tons; 1915, 7,387 tons.