

Navigation Co.'s s.s. Eastern States, in the Detroit River, June 19, 1917, is being rebuilt at Buffalo, for salt water service. She was built at Detroit, Mich., in 1892, and first named Pioneer. She was later acquired by the National Iron Co., Toronto, and renamed, and the National Steamship Co. was formed to operate her. Later she was taken over by the Merchants Mutual Line, Ltd. a subsidiary of Canada Steamship Lines, Ltd., and during the early part of 1917, was sold to A. B. Mackay Steamship Co., Hamilton.

The s.s. Ossifrage, which was operated by the Chatham Navigation Co., between Chatham and Detroit, for some time, left Chatham recently for Halifax, N.S., where, it is reported, her machinery will be transferred to another hull for ocean freight service. She was built of oak at West Bay City, Mich. in 1886, and rebuilt in 1896. She is an awning deck type with diagonal strapping on frames, steel arches, and equipped with electric light, with accommodation for freight and passengers. The machinery consists of triple expansion engines with cylinders 13½, 23 and 37 in. diam. by 24 in. stroke, 540 i.h.p. at 130 r.p.m., supplied with steam by a Scotch boiler 12 by 12 ft. at 115 lb.

The s.s. Maggie Marshall, owned formerly by the Louis Sands Salt & Lumber Co., Manistee, Mich., which was erroneously stated in press reports recently to have been purchased by Canada Steamship Lines Ltd., has been acquired by the Reid Towing & Wrecking Co., Port Huron, Mich., and will be changed to make her suitable for salt water service. It is stated that she will be equipped and utilized as a wrecking vessel at Halifax, N.S. She is an oak vessel and was built at Manistee, Mich., in 1873, and named Wm. Crippen, and was rebuilt and renamed in 1908. She is of the well deck type, with steel arches and steel boiler house. Her dimensions are, length 150 ft., breadth 30 ft., depth 11 ft.; tonnage, 365 gross, 279 net. She is equipped with steuple compound engine with cylinders 18 and 36 ins. diam. by 30 ins. stroke, supplied with steam by a Scotch boiler 12 by 12 ft. at 140 lbs. pressure.

British Columbia and Pacific Coast.

The Department of Marine has authorized the Pacific Great Eastern Ry. to change the name of the steam tug Daring, which it has purchased from foreigners, to Clinton, the port of registration being Victoria, B.C.

The Puget Sound Navigation Co.'s s.s. Indianapolis is reported to have been placed on the Seattle-Victoria route, for operation in conjunction with the C.P.R. British Columbia Coast Service, on what is known as the triangular route.

The Grand Trunk Pacific Coast Steamship Co.'s s.s. Prince George was hauled out on the marine railway at Esquimalt, for general overhaul, recently, and later resumed her service on the Prince Rupert and Anyox route on a semi-weekly schedule.

The North Vancouver City Treasurer reported the ferry receipts for this year to the end of August, as \$114,102.67, including over \$3,000 insurance, and disbursements for the same period as \$110,157.85, exclusive of \$8,853 for August accounts, passed but unpaid.

The Board of Grain Commissioners has made Vancouver a basic port for grain, placing it on a par, so far as grain is concerned, as other ports from which grain is shipped. It is reported that from an

examination of the first cargo of wheat shipped from Vancouver to Great Britain, the total damage amounted to four-tenths of 1%.

Mainly About Marine People.

E. L. Cousins, Manager and Chief Engineer, Toronto Harbor Commissioners, has been appointed assistant to the Ontario Fuel Commissioner.

Sir George Gibbons, K.C., of London, Ont., a former Chairman of the Canadian section of the International Waterways Commission, who died recently, left an estate of \$897,000.

Sir Arthur H. Harris, formerly Special Traffic Representative, C.P.R., and latterly, Director of Overseas Transport, is reported to have been appointed Director General for Canada, British Ministry of Shipping.

David Richardson, second officer of Canadian Pacific Ocean Services' s.s. Empress of Russia, and who had been a master in the C.P.R. British Columbia Coast Service, died in the General Hospital, Vancouver, recently, aged 53.

Francis King, M.A., Counsel, Dominion Marine Association, Kingston, Ont., attended the Canadian Bar Association's annual meeting in Montreal recently, as one of the commissioners appointed for Ontario to promote uniformity of law.

T. R. Ferguson, Chairman, Board of Steamship Inspection, Ottawa, died at the Jeffery Hale Hospital, Quebec, Que., Aug. 28, after a very short illness. He was born at Pictou, N.S., Jan. 10, 1866, and received his temporary appointment in the civil service, May, 1889, his appointment being made permanent, Nov. 15, 1909.

Capt. Neil Campbell, master of Canada Steamship Lines' s.s. W. Grant Morden, died on board his vessel, while en route to Sault Ste. Marie, Sept. 1, as the result of a paralytic seizure. He was aged 68, and had been connected with lake service for over 50 years, during 40 of which he had been master. The body was landed at Sault Ste. Marie, and taken to Owen Sound, where the funeral took place.

Capt. J. O. Grey, who has been appointed Shipping Master for the port of Montreal, is well known in the district as the founder of a school of navigation and seamanship for training young men for the merchant marine, which was organized in Oct., 1917. From 1911 he acted as Superintendent of wharves and shipping at Montreal. He was born in 1872, and entered merchant marine service at the age of 14, as an apprentice on Australian and New Zealand square rigged vessels, and obtained his master's certificate five years later. He later entered the service of the American Line, and transferred to shore work in 1911. No salary attaches to the position the income obtained being from fees, which average from \$3,000 to \$4,000 a year.

Steam Navigation Co. of Canada, Ltd., which was incorporated under the Dominion Companies Act, recently, with office at Montreal, has changed its office to Halifax, N.S.

The schooner Bianca, owned by Bowring Bros., St. John's, Nfld., which was attacked recently by a German submarine on the banks, was towed into Halifax towards the end of August, by schooner Commonwealth, owned in Boston, Mass. The owners, master and crew of the Commonwealth, have labelled the vessel on a claim for \$125,000 for salvage.

Telegraph, Telephone and Cable Matters.

Jas. Colcleugh, who died at Vancouver, B.C., recently, was the first mayor of Selkirk, Man., during C.P.R. construction there, and claimed to have sent the first telegraphic message over the C.P.R. telegraph system.

The Great North Western Telegraph Co. has opened offices at St. Yvon, Que., Langruth, Man., and Mecheche, Alta., and has closed its offices at Manoir Richelieu, Pointe au Pic, Que., Glencoe, Queen's Royal Hotel, Niagara on the Lake, and Royal Muskoka Hotel, Ont., and at St. Boniface, East Selkirk, Scantlebury and Victoria Beach, Man.

Among the Express Companies.

W. D. Thompson has been appointed acting agent, Dominion Ex. Co., Calgary, Alta., vice F. R. Jelfs.

W. E. Norton, agent, Dominion Ex. Co., New Glasgow, N.S., has been appointed agent at Sydney, N.S.

R. Glover has been appointed agent, Dominion Ex. Co., North Bay, Ont., vice F. W. Carr, transferred.

F. Atkinson has been appointed acting route agent, Dominion Ex. Co., Levis, Que., vice G. E. Whitney, deceased.

F. W. Carr, heretofore agent, Dominion Ex. Co., North Bay, Ont., has been appointed agent, Kingston, Ont., vice G. W. Leavey.

F. A. Renwick, heretofore station agent, St. John, N.B., has been appointed cashier, Canadian Ex. Co., St. John, N.B., vice T. E. Doyle, deceased.

W. G. Everett, heretofore route agent, has been appointed agent, Canadian Ex. Co., St. John, N.B., vice Jos. Taylor, retired after 42 years service.

The American Railway Express Co., the federation of U.S. express companies, formed under the U.S. Railroad Administration, has been authorized to carry on its business in Canada. A. C. Heffernan has been appointed attorney general at Montreal, and J. E. Archer, at Vancouver, B.C.

A number of Dominion Ex. Co. employes struck work at various points, Sept. 10, owing to dissatisfaction with the existing schedule, and at the same time demanding recognition of the Canadian Brotherhood of Railway Employees. The strike was by no means general, but there was some dislocation of traffic. The majority of the company's employes are members of the Brotherhood of Dominion Express Employees, and it was contended that the cause of the trouble, was really a dispute between the two organizations. The schedule under which the men are working does not expire until May, 1919, and under these circumstances the Labor Department did not see its way to accede to the men's request for the appointment of a conciliation board. After some negotiations, in which V.G.R. Vickers, formerly General Superintendent, Atlantic Division, Dominion Ex. Co., and now Vice President, The Holden Co. Ltd., Montreal, took part, the strike was ended Sept. 13, and T. E. McDonnell, Vice President and General Manager of the company, consented to receive a deputation of the men, on their return to work, to hear any objections they may have regarding pay and working hours, etc. The contention for the recognition of the Brotherhood of Railway Employees was dropped.