

ation, Montreal, has bought the s.s. Julius Kessler, built recently at Duluth, Minn., and has registered her in Canada, whence, it is said, she will be operated in the interests of the Pure Cane Molasses Co. She is screw driven by engine of 140 h.p., and has the following dimensions,—length 251 ft., breadth 43.7 ft., depth 22.2 ft.; tonnage, 2,456 gross, 1,472 net.

The s.s. James Davidson was launched at Wyandotte, Mich., Oct. 9, by the Detroit Shipbuilding Co., for G. A. Tomlinson, Duluth, Minn., the christening being performed by Mrs. G. A. Tomlinson, daughter of Capt. Jas. Davidson, after whom the ship was named, and who was present at the launching. This ship is the third of the type to be launched this year for the same owner, by the same building company. Her dimensions are,—length over all 600 ft., breadth 60 ft., depth 32 ft., with carrying capacity for 13,500 tons of iron ore. The propelling machinery will consist of triple expansion engine, with cylinders 24, 54.1 and 65 in. diam. by 42 in. stroke, supplied with steam by 3 Scotch boilers each 13.5 ft. diam. by 11 ft. 0½ in. long.

J. F. Sowards, of the Sowards Coal Co., Kingston, is reported to have bought the s.s. Maple Grove from Canada Steam-

steam pump wells and electric lighting. Her dimensions were,—length 324 ft., breadth 43¾ ft., depth 26 ft.; tonnage, 2,939 gross, 2,346 net. She was equipped with triple expansion engines with cylinders 18, 29½ and 48 in. diam. by 36 in. stroke, 1,079 h.p. at 81 r.p.m., and supplied with steam by 2 Scotch boilers, each 13¾ ft., by 10½ ft. at 180 lb.

### British Columbia and Pacific Coast.

The Yukon River was reported closed by ice Oct. 17, the earliest date on record.

The Nanaimo Navigation Co. Ltd. has had its name removed from the register of companies incorporated under the British Columbia Companies Act.

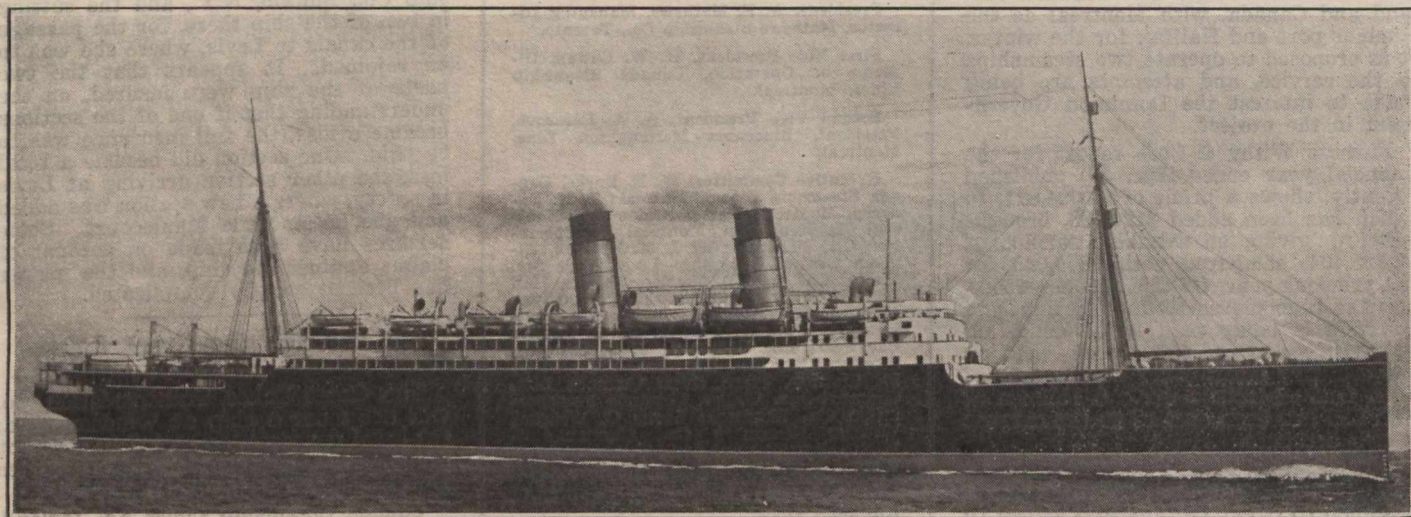
The C.P.R. s.s. Princess Victoria had a new mast stepped by the Victoria Machinery Depot, Victoria, recently. The one replaced had done duty since the ship was built in 1903. While she was out of service, her place was taken by the s.s. Princess Mary.

H.M.C.S. Rainbow, the hull of which was sold to Nieder & Marcus, Seattle, Wash., recently, for \$67,777, after all armament had been removed, will, it is said, be converted into an ore hulk at

engine of 50 h.p. Her dimensions were—length 118 ft., breadth 22 ft., depth 11.5 ft., tonnage 233 gross, 97 net.

Some anxiety was felt at Juneau, Alaska, towards the end of October, on account of the non arrival to the White Pass and Yukon Ry. steamships Casca, Nasutlin and White Horse, with passengers. The closing of the Yukon River by ice was very much earlier this year than before, and it was feared that the ships were stuck on a bar about 100 miles up stream from Dawson, and that they might be frozen in for the winter. The company's s.s. Washburn, which was sent out from White Horse, Oct. 20, to help the other ships over the Kirkman bar, struck a rock near Little Salmon on the Upper Yukon River, and sank, being regarded as a total loss. There was no loss of life.

**Coal Exportation and the s.s. Lydia.**—Mention was made in our last issue of the holding of the s.s. Lydia at Port Hastings, N.S., with her cargo of 4,500 tons of coal, which it was intended to export to Europe in contravention of the Board of Railway Commissioners' order prohibiting the export of Canadian coal, except to a Newfoundland or U.S.



Steamship Empress of Britain, Canadian Pacific Ocean Services Ltd.

A full description of this ship, as reconditioned after war service, was published in Canadian Railway and Marine World for August, pg. 459.

ship Lines, for the coal trade between Detroit, Oswego and Montreal. The Maple Grove was formerly the Cherokee, and was built at Marine City, Mich., in 1889, and underwent considerable repairs in 1913. She has an oak hull, and is of the well deck type, with diagonal strapping on the frames, steel arches, and with bow sheathed for operating in ice. Her dimensions are,—length 208 ft., breadth 35¾ ft., depth 14 ft.; tonnage, 1,177 gross, 636 net. She is equipped with fore and aft compound engine, with cylinders 25 and 50 in. diam. by 40 in. stroke, 575 i.h.p. at 86 r.p.m., and supplied with steam by a firebox boiler 11 ft. 4 in. diam. by 16 ft. long at 124 lb.

The s.s. G. R. Crowe, which was wrecked by an explosion, presumably of her oil cargo, at New York, Oct. 7, was owned formerly by the St. Lawrence & Chicago Steam Navigation Co., Toronto, and, in the early stages of the war, was sold to the Montezuma Transportation Co., Toronto, and equipped as an oil tanker for ocean service. She was built at Dundee, Scotland, in 1907, and was lengthened 72 ft. in 1910. Her hull was of steel, with steel tank tops where no wood ceilings are fitted, 3 watertight and 2 non watertight bulkheads, steel boiler house,

Seattle, for the transportation of ore from northern ports.

A Victoria press dispatch states that the C.P.R. is considering the establishment of a tourist steamship service around Vancouver Island, on a weekly schedule, for next summer. It is stated that the s.s. Princess Maquinna, now running to Quatsino Sound, will be used for the purpose.

Contract no. 2, covering the erection of the pier and sheds of the Ballantyne pier on Burrard Inlet, Vancouver, is reported to have been awarded to the Northern Construction Co. for approximately \$4,000,000. The pier will be 1,250 ft. long and 340 ft. wide, with 4 concrete sheds, each approximately 500 ft. long, equipped with the most modern cargo handling appliances.

The s.s. James Carruthers, owned by the Canadian Fish & Cold Storage Co., Prince Rupert, B.C., collided with the U.S. s.s. Surveyor, Oct. 12, off Green Island, during a storm, cutting a hole in the Surveyor about 8 ft. above the waterline, after which she sank in deep water. Four of the crew of the James Carruthers were reported missing. The James Carruthers was built at Beverley, Eng., in 1912, and was of steel, screw driven, by

port. As then stated, the ship was released Sept. 10, after having given a \$10,000 bond, that the coal would be sold and delivered to a Canadian or Newfoundland port, or discharged and consumed at a U.S. port. It was announced at Ottawa, Oct. 20, that despite the fact of the bond having been given, the s.s. Lydia had arrived at Rotterdam with a cargo of Inverness coal.

**Japanese Shipbuilding.**—The United States Consul General at Yokohama reports that the shipbuilding programme of Nippon Yusen Kaisha, which called for the construction of 500,000 tons in five years, has been revised, owing to the recent depression in the shipbuilding business. Orders have already been placed for some 100,000 tons with Japanese and British shipyards. The decision is to suspend shipbuilding from the next financial year.

**Gulf of St. Lawrence Shipping Co. Ltd.** has been incorporated under the Dominion Companies Act, with \$500,000 authorized capital, and office at Montreal, to transport passengers, mail, freight, etc., on land and water, and to own and operate steam and other ships for such purposes, and for towing, wrecking and salvaging.