

Island, Mar. 22, was refloated at the end of April, and proceeded under her own steam, convoyed by the salvage steamer Salvor, to Victoria, where she was docked for examination. It is stated that about 42 new plates will be required, and that a number of plates will have to be removed and faired. The repairs will, it is estimated, take about two months.

The Western Fuel Co., Victoria, has obtained an injunction against Wilhelm Wilhelm, restraining him from interfering with the loading of the s.s. Tancred, under charter to the plaintiff company in the coal trade between Nanaimo, B.C., and San Francisco, Cal. The charter is dated June 5, 1915, and the master of the vessel stated that he had received instructions to refuse to load the vessel, and to withdraw her from service, unless the company agreed to pay £8,000 a month and to insure the vessel for £200,000.

The British Columbia Salvage Co. has entered suit in the U. S. District Court at Seattle, Wash., against the owners of the s.s. Congress for \$314,200, based on 30% of the salved value of the vessel, for services rendered by the tug Salvor, when the Congress was burnt at Coos Bay, Ore., in Sept., 1916. The vessel was owned by the Pacific Coast Steamship Co., which amalgamated with the Pacific Alaska Navigation Co. The Congress was not taken over by the amalgamated company, but was abandoned to the underwriters, who have since paid for her as a total constructive loss, and she has since been sold to other parties, for, it is said, \$1,000,000.

It is reported that the Grand Trunk Pacific Alaska Co. has been incorporated at Olympia, Wash., to own and operate the power schooner Tillamook, which we announced recently had been purchased by the Grand Trunk Pacific Coast Steamship Co., for operation to Ketchikan, Alaska, from Prince Rupert, B.C. It is said that the company will acquire other similar vessels for the cannery trade. The incorporators named are: J. S. Gibbon, Vice President, Grand Trunk Pacific Dock Co., Seattle, Wash.; J. H. Burgis, General Agent, Passenger Department, G.T. P.C.S. Co., Seattle; F. L. Norman, Commercial Agent, same company, Seattle; C. E. Crosen and K. F. Hass.

As the result of an enquiry into the purchase of the launch Faloma by the B.C. Government in 1911, on account of the vessel not now being in use, a standing committee of the legislature has reported that the Faloma was purchased from the Pacific Marine Brokerage Co. for \$10,000. She was built in 1910 for that company, at an apparent cost of \$8,000. She has been operated satisfactorily by the government for about two years, since when her engines have not been powerful enough to run her economically, and she has been laid up. The committee reported that the transaction was an ordinary business deal, that in view of the demand for boats at the time, the owner did not make any excessive profit, and that there is no evidence of commission or campaign fund payments.

Handling of Vessels in Harbors.—The Marine Department has issued special notice, no. 34, to masters, shipowners and others concerned, giving extracts from the Defence of Canada Order, 1917, relative to the handling, mooring and navigating of vessels in Canadian harbors and the vicinity, showing penalties incurred for contraventions. Copies may be had from the department.

Coast, Lake and River Steamship Officers for 1917.

The following are additional returns received since those published in our April and May issues. The first column shows the names of vessels, the second those of captains, and the third those of chief engineers:

BRITISH YUKON NAVIGATION CO.,

WHITE HORSE, YUKON		
Canadian	J. P. Douglas	J. P. Bourne
Casca	J. O. Williams	R. C. Haws
Dawson	C. J. Bloomquist	J. R. Young
Scotia	J. McDonald	D. Sullivan
Selkirk	G. H. McMaster	W. C. Vey
Tutshi	J. G. Roberts	Jas. Lauderdale
White Horse	W. Turnbull	P. Larssen

CANADA STEAMSHIP LINES, LTD., MONTREAL

Aberdeen	E. Legault	.....
America	R. H. Carnegie	.....
Belleville	W. Bloomfield	John Kennedy
Bickerdike	T. H. Johnston	D. S. LaRue
Boucherville	A. Laviolette	C. Hamel
Cadillac	W. Beatty	Jas. Kettles
Calgarian	R. Pyette	A. L. Black
Cayuga	C. J. Smith	.....
Chippewa	W. Malcolm	.....
City of Hamilton	O. Patenaude	W. Dungan
City of Ottawa	J. L. Baxter	C. E. Holmes
Corona	B. A. Bongard	Jos. Kennedy
Doric	H. J. Aitken	Jos. Aston
E. B. Osler	C. E. Robinson	W. Robertson
Emperor	J. F. Davis	G. M. Smith
Fairfax	M. Heffernan	C. LaVallee
Haddington	E. J. Shannon	C. Leriche
Hamiltonian	N. McKay	E. A. Kennedy
Home Rule	R. D. Simpson	.....
Ionic	O. Wing	A. E. Crosthwaite
Iroquois	J. H. Hudson	J. E. Readman
J. H. G. Hagarty	G. W. Pearson	C. Robertson
J. R. Binning	G. Irwin	.....
Kingston	E. Booth	W. Chipman
Longueuil	.....	H. Noel
Louis Philippe	H. Mandeville	A. Chayur
Macassa	J. Henderson	E. A. Prince
Magnolia	.....	T. Hazlett
Martian	A. B. McIntyre	R. Foote
Midland King	P. McKay	Jas. McGregor
Midland Prince	A. E. Stinson	J. A. Pickard
Modjeska	.....	A. McLaren
Montreal	F. X. LaFrance	N. Beaudoin
Pierrepont	J. E. Ouellette	.....
Quebec	J. Rinfret	J. Matte
Ramona	E. M. Charlebois	.....
Rapids King	.....	W. Hazlett
Rapids Prince	.....	G. Hazlett
Rapids Queen	.....	A. Charbonneau
St. Irenee	.....	O. Bonin
St. Lawrence	John Bertrand	B. Farrell
Saguenay	J. Simard	A. Godin
Sarnian	R. McIntyre	I. J. Boyton
Seguin	H. McLennan	J. B. McLaren
Stadacona	H. Hinslea	J. Grant
Sir Trevor Dawson	G. H. Page	W. W. Norcross
Syracuse	L. Legendre	.....
Tadouac	W. Gagne	G. Gagnon
Thousand Island	C. H. Kendall	.....
Three Rivers	A. Mondor	.....
Toronto	J. J. Jarrell	D. J. Leslie
Turbinia	.....	J. Gibert
W. D. Matthews	D. W. Burke	W. Reid
W. Grant Morden	N. Campbell	R. Chalmers
W. M. Egan	N. Hudgins	J. A. Connor
Wyoming	T. B. Greenway	.....

CANADIAN NORTHERN STEAMSHIPS LTD. (Operated by Canada Steamship Lines Ltd.)

A. E. Ames	W. H. Montgomery	G. Jarrell
Beaverton	W. Brian	H. Myler
H. M. Pellatt	O. W. Patterson	W. Byers
J. H. Plummer	H. A. Leane	F. A. McCauley
Mapleton	A. F. McLennan	A. E. House
Saskatoon	R. J. Wilson	J. A. McDonald

PROGRESSIVE STEAMBOAT CO., VANCOUVER, B.C.

Maagen	H. Furastad	J. Harte
Progressive	A. Lewis	G. Dixon
Pronative	J. P. Tait	O. Sherberg
Projective	A. O. Clappitt	O. A. Mathieson
Senator	H. Graner	B. Bond

REID NEWFOUNDLAND CO., ST. JOHN'S, NFD.

Argyle	W. Norman	G. Pike
Clyde	J. Kne	J. Pollock
Dundee	D. Blandford	J. Cunningham
Ethie	J. Goobie	P. Burton
Glencoe	A. Blandford	F. Barnes
Home	H. Harbin	J. Pike
Kyle	L. Stevenson	J. McFailane
Meigle	W. Parsons	J. McFailane
Sagana	G. Spracklin	J. Buckingham

The Arctic Steamship Co., Ltd., has had its authorized capital stock increased from \$20,000 to \$80,000.

The Permissible Draught for the Well- and Canal has been fixed for the present at not exceeding 14 ft.

Stranding of the s. s. Prince Rupert.

As a result of an official investigation at Victoria, B.C., into the causes which led to the stranding of the Grand Trunk Pacific Coast Co.'s s.s. Prince Rupert, on Genn Island, Mar. 23, it was found that a violent and blinding snowstorm temporarily obscured all the leading marks, and the unusually high tides caused an in-drift toward the mouth of the Skeena River. The master, Capt. Mackenzie, was perfectly justified in retiring to his cabin on the night of the casualty, after leaving instructions to be called if necessary, as the weather was then clear and all marks visible. The storm arose very suddenly, and the engines were put at slow speed, and later full speed astern, but before way could be got off the vessel, she struck on a reef at the north end of Genn Island, on the top of high water, at a tide which was one of the highest of the year. The court considered that under the circumstances everything possible was done to avoid the disaster, although no soundings were taken, the vessel being fully equipped in this respect, but the court considered that the taking of soundings would have been of no use. The master and officers were therefore exonerated from all blame for the casualty and their certificates were returned to them.

The Atlas Transportation Co., Ltd., has been incorporated under the Quebec Companies Act, with \$20,000 capital, and office at Montreal, to own and operate vessels of all kinds, with or without motive power, and to carry on a general transportation business. The incorporators are: J. G. Rene, L. Gelinas, J. H. Bourque, Maisonneuve, Que., and H. Bourassa and O. Perrault, Montreal. The company has not been fully organized as yet, but the President is A. A. Larocque, and the Managing Director is Yvon Dupre, both of whom are directors of Sincennes-McNaughton Line, Ltd., of which the new incorporation is a subsidiary. Among vessels which the new company is reported to be taking over, are the barge Russell Sage, and the steamboat William L. Proctor, owned by Sincennes-McNaughton Line, Ltd., and which have recently had their names changed to Atlas-co and Conqueror, respectively.

The Atlas Transportation Co., Ltd., The Barge Twin Sisters Co., Ltd., The Barge Ireland Co., Ltd., and The Barge Menominee Co., Ltd. incorporated recently under the Quebec Companies Act each with \$20,000 capital and office at 75 Common St. Montreal are closely associated with Sincennes-McNaughton Line, Ltd., Montreal and the Touzin Sand Co. The President is A. A. Larocque and the Managing Director is Yvon Dupre, in each case, both of whom are directors of the two latter companies. They own a number of forwarding barges and plan to make further purchases for operation on the Great Lakes.

Notice to Atlantic Navigators.—All vessels sailing from a port on the St. Lawrence River of Gulf, below, but not including, Quebec, must call at Sydney, N.S., for instructions from the senior naval officer there as to the route they must follow, unless they have been given precise instructions for the whole of their route before sailing. This notice has been issued under the Defence of Canada Order, penalty for non-compliance with which is a fine not exceeding \$5,000, or imprisonment not exceeding 5 years, or both fine and imprisonment.