

all equipment, the lifting of the main engines, and the re-riveting of the tank top and engine foundations.

The Dominion Government lighthouse and buoy vessels Estevan and Leebro sailed recently from Victoria, the former for Queen Charlotte Islands, and the latter for Prince Rupert, to attend to the lighthouses and buoys on the routes.

An Ottawa press dispatch states that the western portion of the Broughton Strait, near Vancouver Island, has been closed to navigation, and that vessels between Johnston Strait and Queen Charlotte Sound must take the Wenton Passage and Blackfish Sound.

The C.P.R. s.s. Princess Irene, sister of the recently launched s.s. Princess Margaret, has been launched at Dumbarton, Scotland. It is anticipated that both of these vessels will be on the Pacific Coast for service early in the spring.

The Government breakwater and piers at Victoria are in the stage where work begins to show above water level. Pouring has commenced on the first two of the concrete cribs, which are to be floated into place and sunk in position as foundations for the superstructure.

C. H. Nicholson, General Manager, Grand Trunk Pacific Coast Steamship Co., Vancouver, who was in Montreal recently, is reported to have stated that he had received authority for the preparation of plans for a new dock at Seattle, Wash., to replace the one damaged by fire a short while ago.

At New Westminster there is nearing completion the first unit of an extensive scheme, to cost many millions, for the development of a harbor in the Fraser River. Features of this work are the methods of handling material by 150 h.p. electric cranes and a dipper dredge, which were built especially for the work and are supplemented by a Fruhling dredge rented from the Dominion Government.

A press dispatch from Vancouver stated recently that H. H. Stevens, M.P., had announced that he had successfully concluded special arrangements with the Pacific Dredging Co., which holds the contract for the harbor improvement works in False Creek, for the excavation of a 10 ft. channel in the creek between the Connaught and Granville St. bridges in advance of the main work in that waterway, making the channel navigable for tugs, scows and coasting vessels earlier than was originally planned.

### Mainly About Marine People.

WM. LAURIE, a government steamboat inspector at Montreal, died suddenly, of heart trouble, at his home at Westmount, Que., Nov. 12, aged 69.

J. W. GEDDES, Traffic Agent, Canada Steamship Lines, Lewiston, N.Y., whose body was recovered from the Niagara River recently, after he had been missed for several days, had been suffering from a heart affection, and it is feared that he was seized with an attack and fell into the river.

CAPT. F. CAREY, until recently commander of the C.P.R. s.s. Tyrolia, and formerly commander of the same company's s.s. Empress of Ireland, received a presentation at Liverpool, Eng., Nov. 17, in commemoration of his fifty years service at sea. During this period he crossed the Atlantic about 600 times.

LIEUT. KENDALL, R.N.R., who was in command of the C.P.R. s.s. Empress of Ireland when she went down in the St. Lawrence, and who, on the outbreak of war, was

appointed Lieutenant Naval Commander of the s.s. Calgarian, which had been requisitioned by the Admiralty, has been advanced to the rank of Commander of that vessel.

J. G. SING, M. Can. Soc. C.E., District Engineer, Dominion Department of Public Works Department, Toronto, resigned Nov. 17. During the ten years he held the position he had charge of all the harbor work in eastern and northern Ontario, covering practically the entire waterfront along the Great Lakes.

The death of ROBT. THOMSON, head of the steamship firm of Wm. Thomson & Co., of St. John, N.B., has severed one of the few links that remained between the days of wooden sailing ships and the age of steel and steam. In the former days the sails of the Thomson ships were to be seen on all the seven seas. The firm was quick to recognize the advancing age of steel and steam, and was among the first Canadian ship owners to initiate a line of freight steamships of its own. The present Battle line steamships have all carried the Thomson house flag. Mr. Thomson left an estate of \$343,000 besides life insurance.

### Telegraph, Telephone and Cable Matters.

Robert Bain, who has been acting as relieving superintendent for the Pacific Cable Board at Suva, has resumed his permanent post of assistant superintendent at Bamfield, B.C.

R. V. Aubin, heretofore night chief operator, Great North Western Telegraph Co., Ottawa, Ont., has been appointed local manager, Quebec, vice F. D. Boomer, transferred to Ottawa, Ont.

It is reported that an Italian priest has perfected a portable wireless telephone receiver, which at a recent demonstration proved its practicability by intercepting a prepared message between Rome and London.

The Grand Trunk Pacific Telegraph Co., since 1907 has erected 3,156 miles of pole line and 12,396 miles of wire, of which 50% is of copper, west of Winnipeg. All trains will be dispatched by telephone, the equipment for which is now on order.

F. D. Boomer, heretofore local manager, Great North Western Telegraph Co., Quebec, has been appointed local manager, Ottawa, Ont., vice C. E. Davies, who was appointed Traffic Superintendent, Toronto, in July.

The British Post Office Department has announced that it is willing to consider placing orders in Canada for the larger size of telegraph poles. It is reported that the competition of Russia and Norway would prevent Canada getting orders for the smaller poles.

R. Hicks, heretofore chief operator, Grand Trunk Pacific Telegraph Co., Edmonton, Alta., has been transferred to a similar position at Winnipeg, and has been succeeded at Edmonton by R. M. McMillan. S. Hutchison, who was in charge at Winnipeg, has been transferred to Prince Rupert.

The Great North Western Telegraph Co. has opened offices at Burgessville, Gorrie, Hespeler, Kemptville and Port Burwell, Ont., and has closed its offices at Capucins, Deschailons, Gentilly Lake St. Joseph Hotel, St. Pierre les Becquets, Valcartier Camp and Valcartier rifle range, Que. The name of its office at Stanfold, Que., has been changed to Princeville.

The Grand Trunk Pacific Telegraph Co. is endeavoring to reduce the volume of railway service messages over its lines. A recent bulletin on this subject points out the advantages of brevity in service messages, and instructing that the telegraph should

be used only for really urgent and important messages. It also stated that a perusal of messages sent over the wires indicated very clearly that a large number of messages would have served the company's purposes equally well if sent as traingrams.

The cable station erected at Bay Roberts, Nfld., recently, by the Western Union Telegraph Co., is of fireproof construction, of cement, tile and structural steel throughout, including the roof and floors. Three cables to Great Britain and three to Nova Scotia and New York, all of which are landed at Conception Bay, are operated from this station. Accommodation for the staff is provided in nine dwelling houses for the married men and a house with accommodation for 22 members of the staff.

The Pacific Cable Board advised, Nov. 5, that the Pacific cable between Canada and Australia, and the cable station at Fanning Island, have been repaired, and communication has been restored. The damage was caused by the German cruiser Nurnberg, which is still cruising in the Pacific Ocean. The statement of the islanders is to the effect that the Germans effected a landing under cover of the French flag and smashed all the instruments, and dynamited the engine, boiler and dynamo rooms and refrigerating plant, as well as the cable. All papers of any value were removed, and the office safe was blown open and about \$3,000 taken. The damage is estimated at about \$150,000.

The Commercial Cable Co.'s office at Waterville, Ireland, is being protected against any possible attack. The building is completely enclosed by a barbed wire fence, and a sentry patrols the ground inside. At the office door is another sentry, and all persons entering or leaving the office must show him a pass. The battery and testing rooms in the basement are blocked up with sand bags, and preparations are being made for a bullet proof protection for the windows of the operating room, consisting of galvanized iron and timber. When this is completed all operating will be done with artificial light. The cable at the point of landing is also protected with barbed wire and guarded, and an additional guard is maintained at the engine house. Other important points are to be protected with bullet proof guards.

Commercial telegraph service was inaugurated by the Grand Trunk Pacific Telegraph Co. to and from Prince Rupert, B.C., Nov. 12. Previously such service had only been in effect as far west as Prince George, B.C., 468 miles east of Prince Rupert. By the extension of this service, such important places as Smithers, Hazelton and Prince Rupert are afforded a cheaper means of telegraphic communication. The first commercial message was filed at Prince Rupert by the Mayor, and was addressed to the Mayor of Winnipeg, Man., containing greetings, and was responded to by its recipient. Commercial telegraph service is now in operation over all G.T.P.R. lines, serving among other important places:—Fort William, Ont., Winnipeg Man., Regina, Moose Jaw, Saskatoon, Sask., Calgary, Edmonton, Alta., Prince George and Prince Rupert, B.C. The construction of the telegraph lines has from the commencement been under the management of A. B. Smith, Manager of Telegraphs, G.T.R. and G.T.P.R., Montreal, his chief assistants being H. Hulatt, Commercial and Traffic Superintendent, Winnipeg, and W. J. Rooney, Superintendent of Plant, Winnipeg.

The Edmonton, Alberta, City Council is being asked to extend the date fixed for the opening of the Grand Trunk Pacific Ry. hotel in the city to April, 1915.