

order and for not providing a means of descent.

The Collingwood Steamship Co. has been organized, with head office at Collingwood, and incorporation is being sought. The following provisional officers have been elected: Capt. G. C. Coles, President; M. P. Byrnes, Vice President; H. Storey, Secretary; J. F. Zimmerman, Treasurer, and Capt. F. G. Moles, Manager. The s.s. City of Meaford has been secured, and has been placed in service between Collingwood and Sault Ste. Marie. She was owned by Perks Bros., Meaford, and was built there in 1906 and originally named Seaman. Her hull is of oak, and she is of the following dimensions: length, 111 ft.; breadth, 24 ft.; depth, 8 ft. 5 in.; tonnage, 328 gross, 223 register.

The U.S. Engineer Office, Detroit, Mich., has given notice that, owing to the obstruction caused by the wrecks of the steamships Saxona and Pentecost Mitchell in the channel to the westward of Pipe Island, in the St. Marys River, the use of the channel has been discontinued temporarily. All vessels have been instructed to take a course starting north-east of the Frying Pan Island light, and running to abreast of the Pipe Island twins, and thence to the old intersection of the two courses southwest of Lime Island. To mark the new channel, the Watson reefs gas buoy 5 has been removed to Pipe Island coal, and gas buoys have been established at the edge of the shoal northeasterly of the Pipe Island twins, and at the southerly edge of the shoal off Squaw Island.

The A. B. Mackay Steamship Co.'s s.s. Natironco and the Detroit & Cleveland Navigation Co.'s s.s. Eastern States collided in the lower Detroit River, near Grassy Island, June 19, both vessels being considerably damaged. The former was beached on the Canadian side of the river, and the latter returned to Detroit with her stem broken and her bow twisted. It is alleged that the Natironco was improperly lighted, and that her lights did not show clearly. The Natironco was built at Detroit, Mich., in 1892, and named Pioneer. She was acquired by the National Iron Co., Toronto, and the National Steamship Co. was formed to own and operate her in the company's interests. She was later taken over by the Merchants Mutual Line, Ltd., a subsidiary of Canada Steamship Lines, Ltd., and early this year was purchased by the A. B. Mackay Steamship Co., Ltd., Hamilton.

Manitoba, Saskatchewan and Alberta.

John Walter, Ltd., is this year operating the s.s. City of Edmonton from Edmonton to Shandro, about 125 miles below Edmonton, on the North Saskatchewan River, calling at intermediate points. The first trip was made May 31. During last autumn some clearing of the channel was done by the Dominion Government, and it is anticipated that further work will be done, including the erection of landing stages at certain points.

The Winnipeg and St. Boniface Harbor Commissioners have given notice that all vessels, power boats, or launches, etc., sailing in Winnipeg and St. Boniface harbor, on the Red River or Assiniboine River, within the limits of the two cities, are required to register with the harbor master, when permits will be issued and number plates placed on each vessel so

registered. The registration fee is \$2, and a penalty of \$50 or imprisonment for 30 days is provided for owners operating vessels without having them registered.

Pas, Man., has been a busy shipbuilding point during the past spring. The North Canada Fish Co. has had built barges nos. 1 and 2, a 40 ft. gasoline tow boat, and another tow boat. These will be employed in carrying fresh fish from the numberable lakes surrounding Pas, all of which are easily accessible by water from that point. The fishing season opened June 15, when the boats were put in service.

The development of the navigation interests in the Pas district has been rapid, and although there is at present over \$150,000 invested in various boats, barges, etc., engaged in commercial work, there are no facilities whatever for the docking of the boats or the handling of the freight moved. The need of them is very apparent, and it is hoped that notwithstanding the war it may be possible to get the Dominion Government to do something.

The Ross Navigation Co. successfully launched its barge no. 7 on May 12, and succeeded in floating down the Saskatchewan River its barge no. 8, which was bought from the City of Prince Albert. The barge was manned by a crew of six men and equipped with long sweeps for guiding it through the crooked channels. The trip, which was made in 10 days, covered a distance of nearly 325 miles. These two barges, which will carry 75 and 100 tons respectively, will be used in transporting copper ore from the head of navigation at Sturgeon River to Pas, for reshipment to the Trail smelter at Trail, B.C. The Ross Navigation Co. has also built the s.s. Nipawin, 85 ft. long, 20 ft. beam, and 4½ ft. draught. She is equipped with dry back Scotch boiler and stern wheel engines.

British Columbia and Pacific Coast.

A meeting of shareholders of Melmore Steamship Co., Ltd., is to be held at Victoria, July 6, to receive the liquidators' winding up report.

The C.P.R. s.s. Princess Maquinna, on the Vancouver Island West Coast route, struck a submerged rock off the entrance to Kyuquot Sound, June 16, and sustained some damage to her hull. She completed her trip and returned to Victoria, June 19, when she was examined and repaired.

The Malahat Motor Ship Co.'s auxiliary powered schooner Esquimalt was expected to be launched from the Cameron-Genoa Shipbuilders' yards during June. It is expected that she will be completed and ready for service by the end of July or early in August, when she will proceed to Vancouver to load about 1,500,000 ft. of lumber for Australia.

The C.P.R. s.s. Princess Victoria was replaced in service early in June after an extensive overhaul. She displaced the s.s. Princess Charlotte on the triangular route, the latter taking the run to Seattle. The s.s. Princess Alice had a general overhaul preparatory to being placed on the Alaska run, June 8, and the s.s. Princess Charlotte will be placed on the same route about July 10.

A delegation of member of the Vancouver Board of Trade waited on the Dominion Government at Ottawa recently and conveyed the board's request that Vancouver should be made a national free port. Members of the government are

reported to have promised that Vancouver would be dealt with in exactly the same way as Montreal had been, with a harbor commission which may secure money from the government for improvements at a low rate of interest. It was stated that a dry dock is to be built by private enterprise, with a government subsidy as an aid.

Capt. Coughlin, of the steam tug Cleeve, has entered action in the Admiralty Court at Vancouver, against the Grand Trunk Pacific Coast Steamship Co., claiming \$1,100 damages sustained in Dec., 1916, when his vessel was in a collision with the s.s. Prince Rupert in the Burrard Inlet. The casualty came before the Wreck Commissioner's court in December, and the blame for the casualty was fixed on Capt. Coughlin. He appealed against the decision, with which one of the nautical assessors disagreed, and a rehearing was ordered. In the second hearing it was decided that as the Prince Rupert was the overtaking vessel, she was to blame.

Mainly About Marine People.

William Dott, of the Allan Line Steamship Co., Liverpool, died there, June 2.

T. R. Job, of Job Bros., shipowners and merchants, Liverpool, Eng., and St. John's, Nfld., died recently, aged 81. He commenced business in 1866.

Capt. J. A. Tymon, formerly well known as a master of vessels navigating inland waters, and latterly captain of one of the Toronto Ferry Co.'s vessels, died at Toronto, June 5, aged 50.

Capt. D. M. Estes, a veteran mariner of the St. Lawrence River, chiefly in the Thousand Islands district, died at Brockville, Ont., June 20.

H. R. Storey, purser, s.s. Hamonic, Northern Navigation Co., has resigned on his appointment as Secretary, Collingwood Steamship Co., and purser of its s.s. City of Meaford.

Major H. Maitland Kersey, D.S.O., J. A. Martin and Capt. J. V. Forster, of Canadian Pacific Ocean Services, Ltd., were presented to the King recently, on the latter's visit to the s.s. Metagama, while in Liverpool, Eng.

A. C. Sheridan, General Agent, Canada Steamship Lines, Ltd., Buffalo, N.Y., who died there recently, had been with the company and its predecessor for about six years. He was the first agent of the Richelieu & Ontario Navigation Co., when it opened its Buffalo office, and was appointed District Passenger Agent there for Canada Steamship Lines in 1916, and just prior to his death had been appointed General Agent in charge of freight and passenger business.

The International Mercantile Marine Co.'s annual meeting was held at Hoboken, N.J., June 4. The official estimate for 1916, as furnished by the President, showed gross earnings for 1916 of \$26,299,595, compared with \$13,581,660 earned in 1915, and a deficit of \$302,528 in 1914. The President announced that in view of the disturbed shipping situation, it had been decided not to take up the liquidation of accrued dividends on the preferred stock, amounting to about 88%. The exact earnings cannot yet be stated, owing to the delay in getting in the returns from British subsidiaries, but the full report was expected to be issued during June. A dividend of 3% on the preferred stock was paid April 14.