

Mainly About Marine People.

Phillip Dorman, formerly Lloyd's Agent at Buenos Ayres, Brazil, died at Toronto, Dec. 14, age 73.

Capt. A. V. Tremaine, who has been seriously wounded in action in Europe, is a son of A. DeB. Tremaine, Superintendent of Agencies, Marine Department, Ottawa.

J. L. Nelson, Superintendent of dredging for British Columbia, under the Dominion Public Works Department, since March, 1913, was reported, Dec. 10, to have resigned.

F. W. Lewis, of Furness Withy and Co., has been appointed one of the members of the Ship Licensing Committee, appointed by the British Government to license vessels to engage in trading between foreign neutral ports.

Capt. J. H. Brown, of the Donaldson Line s.s. *Marina*, was presented recently with a gold watch and chain, on behalf of the President of the United States, for rescuing the shipwrecked crew of the U.S. schooner *Fuller Palmer* in the Bay of Fundy.

J. S. Byrom, Superintendent, Great Lakes Steamship Service, C.P.R., was entertained to dinner by the Owen Sound Board of Trade, on the occasion of the wintering of the company's vessels at Owen Sound for overhaul and repairs, after an absence of four years.

Capt. A. A. Johnson, of Toronto, formerly chief officer of the Toronto Ferry Co., and latterly first officer on the British s.s. *Calgary*, was killed on board his vessel, Dec. 15, during a stormy voyage from Bathurst, N.B., to New York, when a deck load of lumber went overboard.

Capt. W. McGregor, formerly commanding one of the G.T.R. car ferries operating between Windsor and Detroit, has had his left leg amputated, owing to having been run over by a switching locomotive in the Windsor yards, Dec. 6. He is over 70 years old, and was connected with the car ferries for about 40 years.

Capt. H. W. LaRush was buried at Mount Pleasant cemetery, Toronto, Dec. 6, when W. E. Burke, Assistant General Manager, and the entire local staff of Canada Steamship Lines, Ltd., attended. Capt. LaRush was in charge of the company's tug *Frank C. Barnes*, which left Port Dalhousie, Nov. 1, and foundered with her crew of six during a storm during the first few days of November. Only two bodies, one of which is unidentified, have been recovered.

J. T. Walsh, heretofore Marine Department, C.P.R., Montreal, who has been appointed Assistant Manager, Canadian Pacific Ocean Services, Montreal, is said in a press dispatch to have had service under the *Elder-Dempster Co.* in West Africa, where, in addition to his other duties, he raised and commanded a volunteer force during the native revolt of 1898, receiving the West African medal. He was a member of the Legislative Council there in 1900, and was mentioned in dispatches by Col. Willcocks for embarkation services during the Ashantee war.

Capt. W. Murchison, one of the oldest lake captains running out of Toronto, died there, Nov. 26, aged 65. His first marine experience was as a deck hand on the *Rossie Castle*, sailing between Toronto and Hamilton, about 1875. He was at a later date captain of the vessels *Steinhoff* and *Victoria*, sailing between Toronto and Victoria Harbor. He subsequently purchased the sidewheel steamboat *Niagara*, and was later in the service of the *Doty Ferry Co.*, which was taken over by the Toronto Ferry Co., and acted as master of the ferry *Island Queen*. He retired from active service a few years ago, and engaged in fruit farming.

Charles Tupper Knowlton, whose appointment as Superintendent of Ferries, Canadian Government Railways, Moncton, N.B., was announced in our last issue, was born at Advocate Harbor, N.S., Aug. 26, 1849, and commenced a seafaring life in July, 1868, since when he has to 1887, occupied all positions from sailor to captain in square rigged vessels sailing between various United States and Canadian ports to South America, West Indies, Great Britain and the European continent, and from 1887 to the date of his present appointment, he has commanded six different cruisers of the Fisheries Protection Service, at various points on the Atlantic coast.

Batiscan-Bengore Head Collision.—The actions between the owners of these two vessels for damages sustained in a collision in the St. Lawrence, Aug. 1, were heard by the Admiralty Court, in Montreal, Dec. 7, when it was held that the s.s. *Batiscan* was to blame for the collision, as the captain had disobeyed the international rules of the road, whereas the captain of the s.s. *Bengore Head* was shown to have complied with the rule. It was ordered that the damage to the *Bengore Head* be assessed by the Registrar, and the action by the *Batiscan* was dismissed with costs. The *Ulster Steamship Co.*, owning the s.s. *Bengore Head*, sued the *Sydney*, Cape Breton and Montreal Steamship Co., owning the s.s. *Batiscan*, for \$150,000, and there was a counter action for \$50,000. In connection with this casualty, strong representations are being made to the British Government, which has the power to revise the sentence on the captain of the s.s. *Batiscan*, to have the case reconsidered. The Dominion Wreck Commissioner, in placing the blame on the captain and the pilot, suspended the former's certificate for two years, allowing a mate's certificate to be granted at the end of the first 12 months, and fined the pilot \$300.

The Loss of the Tug *Edward Long* at Ottawa.—A formal enquiry into the sinking of the steam tug *Edward Long*, while moored at the Rideau Canal locks at Ottawa, Nov. 12, was held at Montreal, recently, at the request of the owner, Capt. Long, who claimed that the loss was caused by the Public Works Department's tug *Blanche*. Capt. L. A. Demers, Dominion Wreck Commissioner, in giving judgment, found that the *Blanche* came into contact with the *Edward Long* and forced her against the corner of the pontoon, causing a parting of the seams, resulting in an inlet of water, which led to the eventual sinking of the vessel. He states that had there been some one on the *Edward Long*, who could have examined the damage, the vessel might have been beached and saved, but no attempt seems to have been made, either to save, or salvage the tug, and therefore finds that the *Blanche* was primarily the cause of the damage, and that Capt. Long, of the tug *Edward Long*, is equally to blame. As the master of the *Blanche* holds no certificate, he cannot be dealt with by the court. The decision was concurred in by Capt. F. Nash and C. Lapierre, nautical assessors.

Montreal Harbor Traffic.—At a dinner to the Massachusetts Terminal Commission at Montreal, Dec. 9, W. G. Ross, Chairman, Montreal Harbor Commissioners, stated that while in 1907 the port's business amounted to 1,000 cars a week, more than that number are now handled daily. The tonnage has increased since 1908 by 110%, compared with Boston's increase of 16%, while in 1914, Montreal's exports and imports exceeded those of Boston, which once held the lead, by \$13,000,000. During 1914, Montreal shipped five times as much grain as Boston.

Lake Freight Steamships Sold for Ocean Service.

The lake freight steamships, *G. R. Crowe*, owned by the St. Lawrence and Chicago Steam Navigation Co., Toronto, the *Algonquin*, owned by the Port Colborne and St. Lawrence Navigation Co., a subsidiary of the Maple Leaf Milling Co., Toronto, and the *Seguin*, owned by the Parry Sound Transportation Co., Toronto, have been sold to A. B. Mackay, Hamilton, Ont. It is stated that the former vessel will be converted into an oil tank vessel for service to the Gulf of Mexico, and that the latter vessel will be overhauled and prepared for trans-Atlantic operation.

The s.s. *G. R. Crowe* was built at Dundee, Scotland, in 1907, and lengthened 72 ft. at Collingwood, Ont., in 1910. She is of steel, with steel tank top, three watertight and two non-watertight bulkheads, steel boiler house, and is equipped with triple expansion engines with cylinders 18, 29½, and 48 ins. diam., by 36 ins. stroke, 1,079 i.h.p. at 81 r.p.m., and supplied with steam by two Scotch boilers 13¼ by 10½ ft. at 180 lbs. pressure. Her dimensions are: length 324 ft., breadth 43¼ ft., depth 26 ft.; tonnage, 2,939 gross, 2,346 register.

The s.s. *Algonquin* was built at Glasgow, Scotland, in 1888, for the Canadian North West Steamship Co., Port Arthur, Ont., Thomas Marks & Son, Managing Owners, and was purchased some years later by the St. Lawrence and Chicago Steam Navigation Co., and in 1912 was sold to the Port Colborne and St. Lawrence Navigation Co. She is of steel and is equipped with triple expansion engines with cylinders 21, 33, and 54 ins. diam., by 36 ins. stroke, 1,000 i.h.p. at 70 r.p.m., and supplied with steam by two Scotch boilers under forced draught, 13 by 9 ft., at 160 lbs. pressure. Her dimensions are: length 245 ft., breadth 40 ft. 1 in., depth 20½ ft.; tonnage, 1,806 gross, 1,172 register.

The s.s. *Seguin* was built at Owen Sound, Ont., by Polson Iron Works, Ltd., Toronto, in 1890, and is of steel, with well deck, two watertight bulkheads, wooden sheathing on steel bottom, with hatches at 24 ft. centres. She is equipped with triple expansion engines with cylinders 17, 28, and 46 ins. diam., by 30 ins. stroke, 550 i.h.p. at 86 r.p.m., supplied with steam by two Scotch boilers 10¼ by 10 ft. at 160 lbs. pressure. Her dimensions are: length 207 ft., breadth 34 ft. 2 ins., depth 13 ft.; tonnage, 1,141 gross, 771 register.

A contract is reported to have been awarded for the alterations to the s.s. *G. R. Crowe*, which it is stated will be carried out at Midland, Ont. As the vessel is too long to pass through the Welland Canal, the alterations required are considerable.

The Dominion Government and Wheat in Elevators.—The action of the Dominion Government in commandeering all the nos. 1, 2 and 3 northern wheat in store at elevators at Port Arthur and Fort William, Ont., and points east, at the end of November, caused a little uneasiness among vessel owners on the Great Lakes, as the unexpected action toward the close of the season would, it was feared, cause an earlier closing of navigation than was otherwise anticipated. Arrangements were subsequently made with the Government whereby certain of the commandeered grain was released in order that contracts might be fulfilled, and any possible inconveniences which might arise were eliminated.

The Panama Canal, through which traffic has been suspended for some time owing to land slides, was reopened, Dec. 19, for vessels of 20 ft. draught, the obstructions in the Gaillard cut having been removed.