

pier and tore a hole in her bow. She was taken about 200 ft. into the harbor, where she settled down.

The Canadian Towing and Wrecking Co. has purchased the U.S. steamship *Vulcan*, which was wrecked at Portage Lake early this year, and abandoned to the underwriters. The price paid is stated to have been \$20,000. It is reported that the vessel will be taken to Port Arthur for overhaul and repair and will be transferred to the Canadian register.

The U.S. Lake Survey reports the levels of the Great Lakes in feet above mean sea level for May as follows:—Superior, 602.25; Michigan and Huron, 581.38; St. Clair, 576.38; Erie, 573.69; Ontario, 247.27. Compared with the average May levels for the past 10 years, Superior was 0.30 ft. above; Michigan and Huron 0.86 ft. above; Erie 1.04 ft. above; Ontario 0.59 ft. above.

### Manitoba, Saskatchewan and Alberta.

The Peace River Tramway and Navigation Co.'s s.s. *D. A. Thomas* left Peace River Crossing at the end of May, for Hudson's Hope and Fort St. John, thus opening the Peace River navigation season a few days earlier than last year.

### British Columbia and Pacific Coast.

The C.P.R. has placed the s.s. *Princess Mary* on the Vancouver and Nanaimo route, making six trips a week.

The Dominion Public Works Department will receive tenders to July 15, for repairs to the wharf at Comox, B.C.

The Dominion Public Works Department will receive tenders to July 9 for the construction of a wharf at Naramata, B.C.

The first steamer of the Yukon navigation season to clear from Whitehorse, the *Alaska* and the *Casca*, sailed from there, June 10, for Dawson.

The steam yacht *Dolaura* built in Scotland in 1908 for Jas. Dunsmuir, Victoria, B.C., is reported to have been sold to A. Meeker, Chicago, Ill. She was overhauled by Yarrows, Ltd., Victoria, during June.

The C.P.R. s.s. *Princess Maquinna* was placed on a special trip, June 10, sailing from Victoria for Port Alice, Quatsino Sound, and by the north end of Vancouver Island to Rivers Inlet, making calls at other ports en route.

The Grand Trunk Pacific Ry. has deposited with the Public Works Department, a description of the site and plans of a car ferry slip and works, which it proposes to build in Prince Rupert harbor, in front of water front block C.

A Victoria press report states that the C.P.R. is unable to make an attempt to save the wrecked s.s. *Princess Sophia*, which was lost on the Vanderbilt Reef, in the Portland Canal last year, as the disaster having taken place in U.S. waters, the wreck is virtually U.S. property.

The question of a dry dock at the Pacific coast was discussed by the North Vancouver Council June 10, when a report on the location, etc. of the projected dry dock was considered. The idea of two dry docks, one to be built by the Dominion Government, and the other by private capital, is stated to have been abandoned. When a dock is built it will either be undertaken as a government

work or under direct government subsidy. The location it is stated will be decided on the recommendation of a disinterested harbor authority of high standing and practical experience, and it is added that definite action will be taken next autumn.

The Pacific Salvage Co., Victoria, which purchased the sloop *Algerine* recently from the Dominion Government, is having her remodelled for use as a salvage vessel, at a cost of approximately \$100,000, and she is expected to be ready for operation during July. The name *Algerine* will be retained. A new main mast, 64 ft. long, has been installed, equipped with 3 derrick booms, each capable of lifting about 40 tons. An additional deck has been built, from forward to abaft the engine room, and also a navigating bridge forward. She is being equipped with wireless telegraphy with a range of 3,000 miles. She has accommodation for a crew of 65, with large living quarters.

### United States Grain Shipments via Montreal.

The following statement by the acting Minister of Trade and Commerce, was made public June 19:—"United States wheat, when arriving above Montreal in transit for export shipment will be permitted by license from the Trade and Commerce Department until further ordered. It is expected that this privilege will terminate about Sept. 1, or at least early enough to ensure the entire elevator capacity on the Great Lakes for Canadian grain when it commences to move forward and, as well, our railway facilities for handling Canadian grain. In a few days regulations will be formulated in respect to such shipments to ensure that shippers must provide tonnage to carry such grain from Canadian seaboard in order to prevent congestion in Canadian elevators. In the meantime, on application from shippers, licenses will be granted by the Trade and Commerce Department."

France and Canada Steamship Co. Ltd., the incorporation of which was announced in our last issue, with \$10,000,000 capital and office at Montreal, was originally incorporated under the Dominion Companies Act in 1915 with \$1,000,000 capital. During the war the company was chiefly engaged in conveying horses between North American ports and France, and chartered a number of vessels. It is allied with the France and Canada Steamship Corporation, of New York. F. R. Mayer, New York, is President; C. Mayer, Paris, France, Vice President, and S. H. McIntosh, New York, is Secretary-Treasurer and Comptroller.

The Central Ry. of Canada, which is in a receiver's hands, is operating the s.s. *Empress* this year, between Montreal, Rigaud and Carillon. She carries mails for ports on the Ottawa River, and does a passenger business. On her daily return trip to Montreal she shoots the Lachine Rapids, as she has done for several years. The s.s. *Empress* was built at Ottawa, in 1873, and named *Peerless*. She was practically rebuilt at Montreal in 1886, and renamed. She is paddle wheel driven by engine of 152 n.h.p. Her dimensions are: length, 185.3 ft.; breadth, 27.6 ft.; depth, 8 ft.; tonnage, 678 gross, 372 net. F. Stuart Williamson, Montreal is receiver.

### Among the Express Companies.

The Canadian Northern Ex. Co., has opened an office at Westree, Ont., and has closed its office at Ostrom, Ont.

N. L. Preston, heretofore agent, Canadian Northern Ex. Co., Winnipeg, has been appointed agent at Edmonton, Alta., vice N. W. Storie, promoted.

J. H. Morrison, who was for a time acting as agent, Canadian Northern Ex. Co., Edmonton, Alta., has resumed his duties as chief clerk there.

W. F. Pillar, former agent, Canadian Northern Ex. Co., Edmonton, Alta., has been appointed travelling agent, with supervision of territory in Manitoba and Saskatchewan. Office, Winnipeg.

N. W. Storie, recently appointed agent, Canadian Northern Ex. Co., Edmonton, Alta., has been appointed travelling agent, with supervision of territory in Alberta and British Columbia. Office, Edmonton, Alta.

Express companies operating in Canada have issued a circular stating that they have adopted the 8-hour day as from June 1. Collection and delivery services will be given between 8 a.m. and 5 p.m., railway time.

A. Stillman, formerly A. Schussler, and in Canadian Ex. Co. service, has been appointed Inspector, lines east of Port Arthur, Ont., Canadian Northern Ex. Co., Toronto. His change of name was effected recently by deed poll.

R. G. Wilson, General Agent, Canadian Express Co., Toronto, who retired recently, under the Pension Fund Rules, after 50 years service, as stated in Canadian Railway and Marine World previously, entered the company's service at St. Marys, Ont., in 1868. In 1873 he was appointed messenger on the Toronto-Montreal route, and in 1882 was transferred as assistant agent at Toronto. He became General Agent at Toronto in 1895, upon the death of John D. Irwin. The employes gave him a well filled purse on his retirement.

### Telegraph, Telephone and Cable Matters.

H. S. Ingram has been appointed Inspector, C.P.R. Telegraphs, Toronto.

C. Stewart has been appointed Traffic Supervisor, Great North Western Telegraph Co., Toronto.

The Great North Western Telegraph Co. has opened offices at Fort Coulonge, Que., and Coldwater, Ont., and has closed its office at Crystal Beach, Ont.

G. C. Vaudrin, Montreal, has been appointed local manager, Great North Western Telegraph Co., Quebec, Que., vice T. Leslie, resigned.

It was stated in the British House of Commons, June 6, that there are 14 cables between Great Britain, Newfoundland and Canada, of which U.S. companies own and control 13, the British Government controlling the other one.

G. D. Perry, General Manager, Great North Western Telegraph Co., was presented with a cabinet of silver, June 12, in celebration of his recent marriage. The presentation was made by W. G. Barber, District Superintendent, Toronto, on behalf of officials and employes.

The Great North Western Telegraph Co. has discontinued its submarine cable