

Mainly About Marine People.

General Steamship Inspector for Collingwood.

E. H. Beasley, Managing Director, Union Steamship Co. of British Columbia, Vancouver, was instantly killed May 24, when an aeroplane, in which he was accompanied by Major A. R. Baker, who was seriously injured, fell to the ground from a height of 2,500 ft., while taking a flight over Vancouver and district. At the time of the accident they were preparing to make a landing at Minor Park, Lulu Island. Mrs. Beasley had previously taken a flight in the machine and witnessed the accident.

Robert Bell, heretofore chief engineer of the Grand Trunk Pacific Coast Steamship Co.'s s.s. Prince George, has been appointed Superintendent Engineer, Canadian Fish & Cold Storage Co., Prince Rupert, B.C.

Capt. R. Cann, who died at Yarmouth, N.S., recently, aged 66, was in Hugh Cann & Son's service there for a number of years, in charge of sailing ships, and later was engaged with a New York shipping company, but retired from active service a few years ago.

G. M. Bosworth, Chairman, Canadian Pacific Ocean Services, Ltd., and Mrs. Bosworth, who spent the winter at the Ritz-Carlton, Montreal, have gone to their summer home at Senneville, Que.

Harry F. Bradley, Assistant General Passenger Agent, Canadian Pacific Ocean Services, Ltd., Montreal, died at Gaspé, Que., May 19, where he had gone for his health. He was born at Waterville, Que., July 20, 1876, and entered transportation service in 1898, since when he has been, to 1906, in various positions in the Passenger Department, Montreal; 1905 to 1912, General Agent, Toronto; 1912 to July 15, 1917, Manager, Passenger Department, all with H. & A. Allan, General Agents, Allan Line Steamship Co., and from Nov., 1917, was Assistant General Passenger Agent, Canadian Pacific Ocean Services Ltd., Montreal.

Clarence I. de Sola, who was prominently engaged in the steamship business in Montreal, and acted as Canadian representative for Swan Hunter and Wigham Richardson, Ltd., shipbuilders, Wallsend-on-Tyne, Eng., died at Boston, Mass., May 12. He was born at Montreal, Aug. 15, 1858, and was appointed Consul for Belgium at Montreal in 1904, in recognition of his services in promoting commerce between Canada and Belgium. From 1887 he was Managing Director of the Comptoir Belgo-Canadian, a syndicate of leading Belgian steel manufacturers, and in this capacity he carried out several contracts in Canada, among them being lock gates, etc., on the Soulanges and Trent Canals, the re-tracking of portions of the Intercolonial and Prince Edward Island Rys., and the construction of several public bridges. As a director and Canadian representative of Swan Hunter and Wigham Richardson Ltd., he was responsible for building several steamships for Canadian trade on the Great Lakes, St. Lawrence River and the Atlantic Ocean, some of these being for Canadian Government service. He was President, Ocean & Inland Transportation Co., director, Donald Steamship Co., Canadian Marine & Commercial Co., President, Ocean Steamship Co. of Canada; Managing Director, Walford Forwarding Co., and was associated with several other transportation companies. During the war he acted as an official of the Canadian Patriotic Fund, was Vice

President of the Belgian War Relief Fund, and for his services was made a Chevalier of the Order of Leopold, by the King of the Belgians.

Capt. Frederick Elliott, President and Manager, Victoria Navigation Co., Thurso, Que., died suddenly on the train at Calumet, while travelling between Thurso and Montreal, May 9. He was one of the best known navigators on the Ottawa River.

R. B. Glenn, a member of the International Joint Waterways Commission, which is holding sittings at various points in the west in connection with the proposals for the improvement of the St. Lawrence route, died suddenly, from heart failure, at Winnipeg, May 16.

Capt. H. S. Hilton, master of the Canadian Government Merchant Marine s.s. Canadian Aviator, was presented with a gold mounted walking stick, by the Montreal Harbor Commissioners recently, his being the first ocean steamship to arrive at Montreal this season, viz., Apr. 25.

Capt. C. Hinckley, one of the oldest navigators on the St. Lawrence River, died at Kingston, Ont., May 13, aged 79. He served for many years under the Folger Co., out of Kingston, and later under the Richelieu & Ontario Navigation Co.

Commander B. L. Johnston, D.S.O., who resigned as Superintendent of British Columbia Pilotage District, Victoria, B.C., recently, is reported to have been appointed Manager of a new whaling company, with a station on Barclay Sound, and to have left for England with the view of buying two steamships for whaling purposes.

R. Knox, heretofore chief engineer, Grand Trunk Pacific Coast Steamship Co.'s s.s. Prince Albert, has been appointed chief engineer of the same company's s.s. Prince George, vice R. Bell, resigned.

Sir James McKechnie, K.B.E., Managing Director, Vickers Ltd., of London, Eng., is visiting Canada, and is touring the properties owned and controlled by the various companies with which his firm is associated, as well as inspecting several ports on the Canadian seaboard and the Great Lakes.

C. H. Nicholson, Manager, Grand Trunk Pacific Coast Steamship Co., Vancouver, B.C., has been appointed a special commissioner for British Columbia, in connection with the aerial derby round the world, which is to take place between July 4 and Jan. 3, under the auspices of the Aero Club of America and the Aerial League of America. He will supervise the arrangements necessary for the convenience of the flying men on their flight up the Pacific coast en route to Japan.

J. W. Norcross, President Canada Steamship Lines, and **H. B. Smith**, President Northern Navigation Co., left Sarnia, Ont., May 19, on the s.s. Harmonic, for the head of Lake Superior, accompanied by Sir James McKechnie, Managing Director, Vickers Limited, England, and a number of persons engaged in North Atlantic shipping.

H. B. Smith, President, Collingwood Shipbuilding Co., and Northern Navigation Co., and a director Canada Steamship Lines, etc., has removed from Owen Sound, Ont., to Toronto, where he has bought a house at 355 St. Clair Ave. West.

The Civil Service Commission gave notice recently that applications would be received from persons qualified to fill the following position:—A Steamship Inspector (General) at Collingwood, Ont., in the Marine Department, at an initial salary of \$2,700 a year, which will be increased upon recommendation for efficient service at the rate of \$180 a year, until a maximum of \$3,240 has been reached. In addition to the above compensation, the salary will be supplemented by a bonus as provided by law.

Duties.—To inspect the boilers and machinery and hulls and equipment of steamships during construction, and from time to time as required by law, to determine whether they are sufficient for the service intended and in good condition; to examine plans of ships and their equipment, marine machinery and boilers submitted for the purpose of determining by calculation of the strength of the various parts whether they can receive approval; to advise builders, owners and others concerned in the matter of construction of ships and materials required to keep the same in efficient condition; when satisfied as regards the sufficiency of ships, their boilers and machinery, and that the law as regards certified officers, etc., has been complied with, to issue a statutory certificate of inspection; to examine candidates for mining engineer certificates; to act as a member of the Board of Steamship Inspection occasionally as required; to investigate the report on accidents and breakdowns happening to ships, their boilers and machinery; to supervise and report on repairs to government ships, their boilers and machinery; and to perform other related work as required.

Qualifications.—Education equivalent to graduation in engineering from a technical school of recognized standing with a thorough knowledge of the theory and practice of marine engineering and ship construction; at least 12 years practical experience in the design, construction, maintenance or operation of ships, marine engines and boilers. While a definite age limit has not been fixed in this competition, age may be a determining factor when making a selection.

Examination.—Subjects and weight as follows: Education and Experience, 300; Oral Interview, if necessary in the opinion of the Commission, 100.

Welland Canal Lock Gate Accident.

The first lock gate accident of the season took place Apr. 29, when the Montreal Transportation Co.'s s.s. Stormount, while upbound and light, struck the upper gates of lock 3, carrying them out, and unstepping and damaging the tow-path lower gate, necessitating the placing in position of three spare gates. The accident took place at 5.15 p.m., and the gates were in position and navigation was resumed by noon the next day, and, as there were no ships in the immediate vicinity, there was practically no delay to navigation. The ship was damaged to a minor extent, a line chalk being pulled out from its moorings, a plate in the compressor broken, several rail stanchions and part of the bulwarks broken, and the rudder slightly damaged. The rear slope of the easterly bank at the head of lock 2 was washed out, but not seriously. The cost of repairing the damage was about \$7,500. It is stated that the cause of the accident was difficultly experienced in reversing.