

The Board of Railway Commissioners and Lake Freight Rates.

Among the amendments to the Railway Act which are being considered by the Railway Committee of the House of Commons, is one which places the control of freight rates on all inland vessels under the jurisdiction of the Board of Railway Commissioners. A deputation of vessel owners waited on the Committee, May 19, to oppose the amendment to the clause which at present applies only to railway owned vessels operating on inland waters. The deputation included L. L. Henderson, General Manager, Montreal Transportation Co., and President, Dominion Marine Association; A. A. Wright, General Manager, St. Lawrence and Chicago Steam Navigation Co.; H. W. Richardson, Great Lakes Transportation Co.; C. B. Harris, Canada Steamship Lines; and D. Murphy, Ottawa Transportation Co.

The deputation pointed out that flexibility of rates is absolutely essential, and it would be a great mistake to restrict them in any way. It is not the vessel owners who make the rates, but the shippers. Vessels are now carrying grain at $4\frac{1}{2}$ c. a bushel, whereas they were getting 7c. last autumn, and the rates generally fluctuate according to the law of supply and demand. It was suggested that the amended clause would work to the advantage of rail and lake lines, which were assured of a steady traffic, but would act as a detriment to the general steamboat interests. It would also result in putting out of business the small owners and concentrating the business in a few hands, and would mean a general raising of rates. It was also declared that the restriction would tend to the diversion of a great deal of Canadian borne traffic to the U.S. routes. On the question of the diversion of Canadian traffic to Buffalo, Mr. Henderson stated that Canadian vessels are at present getting all the traffic which Montreal can handle, and Buffalo is only getting the surplus.

H. W. Richardson spoke of the great need of constantly improving the terminal facilities at Canadian ports. U.S. vessels have the advantage in the summer months of ore cargoes down and coal cargoes up, while Canadian vessels often have to go light. He contended that the opening of the Erie Canal in 1916 would tend to make a low rate between Buffalo and New York, but possibly the new Welland canal might offset this.

At the time of going to press, May 29, it is reported that the C. P. R. s.s. Empress of Ireland, outbound to Liverpool, Eng., had collided with the Norddeutscher Lloyd s.s. Hanover, about 30 miles east of Father Point and had sunk immediately.

Atlantic and Pacific Ocean Marine.

The St. Lawrence navigation season opened Apr. 29, 10 days later than in 1913, and 6 days later than in 1912.

The C.P.R. s.s. Ruthenia is being dry-docked at Liverpool, Eng., for a general overhaul.

Capt. R. G. Kendall, of the C.P.R. s.s. Ruthenia, is reported to have been appointed to the company's s.s. Empress of Britain.

The C.P.R. s.s. Empress of Asia, which arrived at Vancouver, May 3, made a record of 9 days and 3 hours, beating by 2 hours the previous record, which was held by her sister vessel, the Empress of Russia.

The Russian Government presented, at Yokohama, Japan, recently, a large oil re-

production of a portrait of the Empress Catherine of Russia to the C.P.R. s.s. Empress of Russia. It has been hung in the ladies' saloon.

The Allan Line s.s. Corsican was the first ocean vessel to arrive in Montreal harbor for the current navigation season. Capt. Hall was presented with a gold-headed cane by the harbor master, on behalf of the Harbor Commissioners.

The Shipping Federation is making representations to the Dominion Government regarding the building of a block pier at the Lower Traverse, in the St. Lawrence River, to replace the lightship stationed there. It is stated that the lightship is frequently off her station.

The Donaldson Line s.s. Saturnia, while proceeding up the St. Lawrence to Montreal, Apr. 28, touched bottom in the Lower Traverse. The damage was comparatively slight. It is stated that the cause of the accident was the absence of two buoys and a light ship, which should have marked the angle of the Lower Traverse below Quebec.

A press report from Vienna, Austria, May 6, states that the U.S. Ambassador there has protested against the continued delay in the trial of Samuel Altman, ex-General Agent, C.P.R., on charges of breaches of the emigration laws. The case has been pending since Oct. 1, 1913. Granted that the dispatch is correct, one is inclined to ask, what is the U.S. Ambassador's locus standi?

On account of the addition of the steamships Alsatian and Calgarian to the Allan Line service, a number of changes of captains has taken place. Following are the captains of the various Allan vessels on the St. Lawrence route this season:—Alsatian, E. Outram; Calgarian, J. T. Gambell; Corinthian, R. G. Gamber; Corsican, J. Hall; Grampian, J. Williams; Hesperian, W. S. Main; Ionian, B. T. Eastaway; Scandinavian, J. M. Reith; Scotian, B. Henry; Sicilian, J. Peters; Tunisian, G. Hamilton; Victorian, E. Cook; Virginian, E. Rennie.

The Reid-Donald Steamship Co., of Montreal, which recently purchased the s.s. Bellona, has had her thoroughly overhauled and repaired and placed on the Canadian register. She was formerly owned by the Thomson Line, and on Oct. 31, 1912, while en route from Montreal to Aberdeen, Scotland, with a cargo of general produce, grounded in the upper traverse of the St. Lawrence River. She was built at Dundee, Scotland, in 1881, her dimensions being: length 340 ft., breadth 40.2 ft., depth 26.8 ft., tonnage 2,932 gross, 1,864 register, and she is equipped with engine of 320 n.h.p. driving a screw.

Principello Steamships, Ltd., has been incorporated under the Dominion Companies Act, with \$150,000 capital and office at Toronto, to own and operate steam and other vessels of all kinds, and to carry on business throughout the Dominion, and elsewhere. The incorporators are:—Gerard Ruel, S. C. Snively, A. J. Reid, K.C., W. B. Fleming and G. N. Limpricht, Toronto, all of whom are connected with or employed by Mackenzie, Mann and Co., Ltd.

Maritime Provinces and Newfoundland.

The Nova Scotia Registrar of Joint Stock Companies has revoked the certificate of registration of the Minas Basin Steamship Co., Ltd., on account of nonpayment of the annual fees.

Supplementary letters patent have been issued under the Dominion Companies Act, changing the name of the Campbellton and Gaspé Steamship Co., Ltd., to the Gaspé and Baie des Chaleurs Steamship Co., Ltd.

The Royal Mail Steam Packet Co.'s s. s. Chaudiere arrived at St. John, N. B., May 9, from Southampton, Eng. She has been placed in service between Canada and the West Indies, in place of the wrecked s. s. Cobequid.

It is reported that the New York, Newfoundland and Halifax Steamship Co. is negotiating for the purchase of a steamship, in England, to replace the s.s. City of Sydney, which was wrecked near Halifax, recently.

The Royal Mail Steam Packet Co. has presented, through the Mayor of Yarmouth, N. S., a piece of silver plate, suitably engraved, to each of the captains of Hugh Cann and Sons' steamships John L. Cann and Westport III, A. L. McKinnon and J. E. McKinnon, brothers, for their services in rescuing passengers from the wrecked s. s. Cobequid, last January.

The Newfoundland sealing season, which recently closed, is regarded as a great financial success, the net result being \$498,086.02. In other respects it has perhaps been the most disastrous in the history of the industry, owing to the loss of the steamers Newfoundland and Southern Cross, with 252 lives, almost at the close of the season.

In consequence of the construction of the works in connection with the car ferry terminals at Cape Tormentine, N.E., the period during which it was announced by order in council, Sept. 24, 1913, that the public wharf or pier there would be closed to public navigation, viz.—the remainder of the 1913 season, and for two months from the opening of the current season, has been extended to cover the entire navigation season of 1914.

Province of Quebec Marine.

The Dominion Government s. s. Lady Grey has been drydocked at Maisonneuve, Montreal, for a general overhaul and repairs.

Canada Steamship Lines' s. s. Murray Bay has completed her repairs at the dry dock, at Maisonneuve, Montreal, and has returned to service.

The Department of Marine recently received tenders for the supply of a crane, service boat and other equipment for use in Quebec harbor.

A new lighthouse has just been completed on St. Laurent wharf, and it was expected to be in operation June 1. This light replaces the fixed white light heretofore shown from a lantern on the freight shed.

Canada Steamship Lines, Ltd., has appointed the following captains of its vessels, in addition to those published in previous issues,—Rapids King, S. Putnam; St. Irene, Z. La France; Saronic, W. S. Kennedy.

The Montreal Harbor Commissioners are completing the construction of small and light draught steam tug for harbor work.

Capt. J. E. Murray, of the C. P. R. s. s. Empress of Ireland, is reported to have been appointed harbor master at Quebec, at a salary of \$4,000 a year.

The Montreal Board of Control has engaged the services of an expert to advise them as to what would be required in the way of new vessels, wharf and dock accommodation, should it be considered advisable to take over the ferry service to St. Helens Island, after 1915.

The steam tugs Musquash and Gopher, owned by the C. P. R., through the Mersey Towing Co., and utilized in attending to the C. P. R. vessels at Liverpool, Eng., are being transferred to Quebec for use there. They are screw tugs, built of steel in 1910, classed