

Mainly About Marine People.

Rear Admiral W. C. Storey, Admiral superintendent, Esquimalt, B.C., has been promoted to Vice Admiral.

Artemas Lord, Superintendent of Lights at Charlottetown, P.E.I., under the Marine Department, died there, May 3, aged 81.

F. N. Sinclair has been appointed a pilot commissioner for the pilotage district of New Westminster, B.C., vice A. E. White resigned.

C. A. Lebel, chief clerk and acting agent, Marine Department, Montreal, is reported to have been appointed acting shipping master there, vice H. McLaughlin, resigned.

Vice Admiral C. E. Kingsmill, retired, who has been associated with the Canadian Naval Service Department for some years, has been promoted to Admiral on the retired list.

S. C. Calvin, formerly of the Calvin Co., Garden Island, Ont., has bought Bishop's Court, Kingston, Ont., which was the official residence of the former Anglican bishops of Ontario.

The Governor General in council has approved the action of the Vancouver Pilotage Commissioners in agreeing to pay their Secretary-Treasurer, **C. Gardner Johnson**, a salary of \$900 a year.

John Miller, who, it is announced, has arrived in Port Arthur, Ont., to become Superintendent, Port Arthur Shipbuilding Co., has been in service with Vickers, Ltd., in England, Canadian Vickers, Ltd., Montreal, and latterly was with the Texas Steamship Co.

J. H. Welsford, President, Union Steamship Co. of British Columbia, and Chairman and Managing Director, J. H. Welsford & Co., Gulf Transport Co. and Leyland Shipping Co., Liverpool, Eng., died suddenly in London, Eng., May 1, aged 53.

William McGuiness, heretofore Secretary, Allan Line Steamship Co., and Manager, Allan Bros. & Co., Glasgow, Scotland, has been appointed to supervise Furness, Withy & Co.'s Liverpool, St. John's, Halifax services, with office in the Royal Liver Building, Liverpool, Eng.

W. E. Burke, Assistant Manager, Canada Steamship Lines, Ltd., has been accompanying the Toronto City Property Commissioner to some of the United States coal mining centres, to make arrangements for a supply of coal for civic institutions and for sale to citizens.

Capt. S. Sigurdson, who died at Winnipeg, May 17, from cerebral hemorrhage, aged 53, was born in Iceland, and came to Canada in 1876, settling in Manitoba. He was well known on Lake Winnipeg, where he commanded various steamships, latterly being captain and owner of the s.s. Mikado.

John V. Foy, whose appointment as General Passenger and Freight Agent, Canada Steamship Lines, Ltd., Toronto, was announced in our last issue, was born at Toronto, Aug. 27, 1882, and entered transportation service in 1901 with Capt. R. S. Melville, General Ticket Agent, Toronto. He was, from 1902 to 1904, clerk, Niagara Navigation Co., Toronto; 1905 to 1910, chief clerk to General Manager, Niagara Navigation Co., Toronto; 1911 to 1912, General Passenger Agent, Niagara Navigation Co., Toronto; 1913 to 1914 District Passenger Agent, Richelieu and Ontario Navigation Co., Toronto; 1914 to 1915 General Agent, Passenger Depart-

ment, Canada Steamship Lines, Ltd., Chicago, Ill.; 1915 to 1916, General Agent, Passenger Department, same company, Buffalo, N.Y.; 1916, Assistant General Passenger Agent, same company, Toronto. He is a son of the late John Foy, who at the time of his death was President of the Niagara Navigation Co.

Dominion Government Vessels for Ocean Service.

Canadian Railway and Marine World for May gave some details of the sailing ship equipped with auxiliary motive power, which the Dominion Government had ordered from the Wallace Shipyards, Ltd., North Vancouver, and stated that another similar vessel was to be ordered shortly.

A press report from South Vancouver, May 17, stated that at a meeting of the Board of Trade there on the previous day, it was definitely stated that the contract for the second vessel had been signed with Lamonde & Harrison, at an approximate price of \$225,000, and that the vessel would be built on a site which the firm had acquired at the foot of Quebec St.

While it is quite probable that the second vessel which the Government decided to order some time ago, will be built by this firm, we were advised May 25, that the contract had not then been signed.

The vessel is to be of the following dimensions: length over all 255 ft., length of keel 225 ft., depth moulded 21 ft. 4 in., breadth extreme 44 ft., and the construction and equipment will follow generally the lines adopted by Canada West Coast Navigation Co., in those now being built for that company, on the Pacific coast, and illustration of which appeared in our last issue.

Ships Needed for U.S. Coast Defence.

—The U.S. Navy Department has urged upon the consideration of the House Committee on Naval Affairs its urgent need for ships for the coast defence fleet and has suggested legislation to enable the department to commandeer those it requires at a reasonable price. A number of the finest yachts in the country have been tendered to the government by the owners for use during the war, either free or on a nominal lease, and numerous vessels of other types, including smaller boats, have been bought or leased; but a great many more are needed. The owners of a number of the vessels that are sought by the navy are asking exorbitant prices for them. About 200 yacht owners have refused to sell their vessels to the government at prices to be fixed by the Board of Appraisal, and several have refused to sell at any price.

Canadian Northern Steamships, Ltd., now owns six steamships, which were acquired from the Merchants Mutual Lake Line Ltd. last autumn, viz.: A. E. Ames, Beaverton, Mapleton, H. M. Pellatt, J. H. Plummer and Saskatoon. They are being operated under an agreement with the Canada Steamship Lines, of which H. W. Cowan is Operating Manager. The officers of the Canadian Northern Steamships, Ltd., are: Sir William Mackenzie, President; Sir Donald Mann, Vice President; D. B. Hanna, Second Vice President; L. W. Mitchell, Treasurer; R. P. Ormsby, Secretary; R. C. Vaughan, Assistant to Second Vice President and Assistant Secretary.

The Welland Ship Canal.

During the early part of the year, it was announced that work on the construction of the Welland Ship Canal was to be suspended until the conclusion of the war. Some minor work was gone on with preparatory to shutting down, and work definitely ceased May 2. Contracts are running for sections 1, 2, 3 and 5, the work, taken as whole, being rather more than 50% completed, that on sec. 3, the heaviest portion of the whole route, not being in so forward a state as on the other sections. It was anticipated that construction on the other three sections would have been completed this year, within the contract time, and that on sec. 3 about the middle of 1918, or a year behind the time specified in the contract. The contracts are held as follows: Sec. 1, Dominion Dredging Co., \$3,487,727; Sec. 2, Baldry, Yerburch & Hutchinson, Ltd., \$5,377,185.75; Sec. 3, O'Brien & Doheny, \$9,540,050; Sec. 5, Canadian Dredging Co., \$1,945,788.

The services of the entire staffs have been dispensed with, including those of the Engineer in Charge, J. L. Weller, M.Can.Soc.C.E. Mr. Weller was born at Cobourg, Ont., Feb. 13, 1862, and entered Dominion Government service in 1883, as Assistant Engineer on the Trent Canal, and from 1885 to 1888 was Assistant Engineer on the Murray Canal; 1888 to 1900, Resident Engineer, St. Lawrence Canals, Cornwall, Ont.; 1900 to 1912, Superintending Engineer, Welland Canal, St. Catharines, Ont.

Proposed Government Control of Lake Freight Rates.

The House of Commons committee dealing with the revision of the Railway Act has before it an amendment to sec. 358, providing that the provisions of the act in respect of tolls, tariffs and joint tariffs, shall, so far as deemed applicable by the Board of Railway Commissioners, extend and apply to all freight traffic carried by any carrier by water from any port or place in Canada to any other port or place in Canada. This amendment is being strongly opposed on behalf of the Dominion Marine Association. Francis King, M.A., Counsel for the Association, appeared before the committee, May 22, and stated that while the association had no objection to the railway lake carriers being under the board's control, the consensus of opinion was against the proposal. He claimed that there was no analogy between railways and lake lines, the latter having no public franchises and no exclusive privileges. On the water there was constant competition, which was not possible to the same extent on land. He also contended that the board could not possibly establish fair lake rates, owing to the rapidly changing conditions of the lake trade.

Payment of Freight Charges on Lake and Rail Grain Cargoes.—The railway companies have notified vessels that on delivery of grain cargoes for transshipment at Georgian Bay ports, they have discontinued advancing the payments for freight to the vessel. The Dominion Marine Association, acting for the vessel owners, immediately notified the shippers that in these cases the freight must be paid in advance. The Winnipeg Grain Exchange and the Lake Shippers Association of Fort William have since protested to the railway companies, and the matter is under consideration.