

# Among The Mariners

Capt. P. Teller will command one of the new steamers which the Montreal Transportation Company has purchased in England.

Arthur E. Foote is chief engineer of the Algoma Central steamer Paliki. He has commenced to fit out the engines of that vessel.

Richard McLaren and Fred Fletcher, second engineer and oiler respectively, of the Algoma Central steamer Theano, have gone to Sault Ste. Marie to commence fitting out their ship.

The S.S. Alberta will go on the dry dock at either Port Huron or Detroit for inspection this spring. The steamers of this line go on the dock once every three years, and it is the Alberta's turn.

The following appointments to the C.P.R. upper lake steamship line have been confirmed: S.S. Manitoba, Captain, E. B. Anderson; first mate, J. Currie; second mate, Harry Farrow; chief engineer, W. Lewis; second engineer, J. Walters; purser, W. Bethune; steward, W. A. Archer. S.S. Athabasca, Captain, Geo. McDougall; first mate, Alex. Brown; second mate, not appointed; chief engineer, Wm. Lockerbie; second engineer, J. Davey; purser, J. MacEdward; steward, J. M. Gardhouse. S.S. Alberta, Captain, Jas. McAllister; first mate, L. Pyette; second mate, not appointed; chief engineer, A. Cameron; second engineer, C. Butterworth; purser, J. E. Lalno; steward, J. C. Brown.

The painters will get to work on the Canadian Pacific steamships at Owen Sound in a few days. The painters will again be in charge of W. G. Little, whose appointment by the steamship department has been confirmed.

Mr. John Nesbit, chief engineer of the government steamer, Lord Stanley, has gone to Sorel, Quebec, to fit out the engines of that vessel. The Lord Stanley has been undergoing extensive repairs during the winter, new cabins having been constructed under the superintendence of Lieut. Stewart, to make her suitable for the upper lake hydrographic survey. The Lord Stanley will go direct to Owen Sound at the opening of navigation.

Capt. A. C. Batten of the A. C. S.S. Co.'s steamer Minnie M., and Mr. I. Woolner, first officer on the same boat, left on Monday morning for Sault Ste. Marie to commence fitting out for the ensuing season.

Mr. R. Grierson who was engaged as chief engineer on the steamer Telegram has accepted a similar position on the Dominion Fish Co.'s Str. Hiram Lixon. He will go to Sault Ste. Marie on Monday.

Mr. Samuel Beatty who has been appointed chief engineer on the Str. King Edward, left this week to resume his duties. The steamer wintered at Sault Ste. Marie.

Mr. L. Smith has been appointed to the engineer's department of the Anchor Line's new steamer Tionesta.

The Canada Lake & Ocean Navigation Co., in which Mackenzie, Mann & Co. are largely interested, which operated the four turret type steamers on the upper lakes in 1902, has purchased three additional steamers, which will be placed in service at the opening of navigation next spring. The steamers will be operated from Port Arthur to Depot Harbor and other ports and will handle grain from the Canadian Northern Railway. At Depot Harbor the grain will be transhipped to the Canadian Atlantic Railway and carried to Hawkesbury, Ont., where it will be handed over to the Great Northern of Canada, in which Mackenzie, Mann & Co. have just purchased a controlling interest, and carried to Quebec for shipment to Europe. At Quebec Mackenzie, Mann & Co. will have choice of two routes to Europe, the first with the Leland line of the International Mercantile Marine Co. of New York, with which the Great Northern Railway has a contract. The second line will be three freight steamers recently purchased by W. F. Petersen of the Canada Lakes & Ocean Navigation Co. These steamers are to be employed in carrying steel rails from Antwerp and Rotterdam to Montreal and Quebec for Mackenzie, Mann & Co., and will be provided with return cargoes of grain.

Three steamers will be added to the fleet of the Merchants' Line on the opening of navigation. Messrs. Jacques & Co., who own the steamers, announce that the new vessels will ply between Lake Superior ports and the St. Lawrence River points.

The Goderich Engine Co. are building a compound engine for the tug Laura Grace which was built here by the Collingwood Dry Dock Co. a few years ago. The dimensions of the new machine are 16, 28 x 22 in. The same company are building an engine for the Mouthrop Lumber Co.'s tug A. Wright and another engine and boiler for a new tug which Messrs. Geo. Chew & Son of Midland are building. The dimensions of this are 16, 20 x 14 inches.