

Stranding of the s.s. Lake Champlain.

The following judgment was delivered Sept. 6, by Commander H. St. G. Lindsay, Wreck Commissioner, in the matter of the stranding of the C.P.R. s.s. Lake Champlain, in the St. Lawrence river, near Dominion park, Montreal, Sept. 3. The finding was concurred in by Capt. F. Nash, and T. Perron, pilot, who acted as nautical assessors.

The cause which led to the stranding was an error of judgment on the part of L. Z. Bouille, the pilot, being deceived by the glare of light from the north shore, in calculating his distance from Longue Pointe buoy on rounding same, and on account of the leading lights and all other lighted buoys in the channel to the westward being obscured by smoke or passing mist, being unable to judge his position accurately, and thinking he was too far to the north side of the channel. The court is of opinion that, under the circumstances, it is not necessary to deal with his license, and recommends that greater care should be exercised in future under all conditions, and speed reduced when any uncertainty as to the position of the vessel prevails. The court also suggests that seeing the conditions which prevailed at the time of the accident with regard to lights being obscured, are not unusual and are not likely to improve, range lights to the eastward, if such could be arranged, would be of great service under similar weather conditions, for vessels either up or down bound, and it would also recommend that compass courses be used when applicable in navigating the long stretches of the river, and is of opinion that had a compass course been set after rounding Longue Pointe buoy, the accident would in all probability not have occurred.

Shipbuilding in British Columbia.

The Victoria Board of Trade's committee on trade, commerce and transportation has recently reported that it considers it desirable that the board should renew its efforts to prevail on the Dominion government to encourage shipbuilding in Canada, claiming that Canadian shipbuilders suffer a great disadvantage in being in competition with British shipbuilders, in consequence of British built vessels being admitted into Canada duty free. The wages paid in Canada are higher than in Great Britain, owing to the tariff, and in addition, material has to be imported, and duty, ranging up to 52%, paid thereon, representing on a properly equipped vessel, approximately 15% of the total cost. In case of government work, the fair wage clause which is inserted in the tender form, imposes a serious handicap on British Columbia shipbuilders in competing with eastern shipbuilders, and an even greater handicap in competing with British shipbuilders. No allowance seems to be made when considering tenders, for the duty which the Canadian shipbuilders have to pay another department of the government on imported materials required for the construction of the vessel. The board of trade directed the government's attention to these conditions in 1906 and about the same time brought the matter to the notice of the Royal Commission on Transportation, with the result that that body made a recommendation in favor of protection for Canadian shipbuilders. The committee recommends that the board of trade obtain from the Pacific coast shipbuilders a definite statement in support of a request for a bonus, say equal to the difference of cost of construction, or, at

least, the admission into Canada duty free of all the materials required in the construction of a vessel. The committee also urges strongly the importance of developing shipbuilding on a large scale, which would create a large field for subsidiary enterprises.

Changes in the Allan Royal Mail Steamship Line.

Announcement was made in Canadian Railway and Marine World for October of the retirement of Sir H. Montagu Allan and B. J. Allan from the Allan Line board, which with the previously announced retirement of J. Smith Park, left three vacancies. The Montreal Star's London correspondent recently stated that the vacancies had been filled by the election of F. W. Taylor, Thos. Reynolds and Sir Thos. Skinner, and continued to the effect that Sir Thos. Skinner's acceptance, he being a director of the C.P.R., will have a tendency to confirm the repeated reports of closer future relations between the Allan Line and the C.P.R.

We have been advised that W. J. Dott, Manager at Liverpool; J. A. Martin, Manager at Glasgow; and W. McK. Roden, General Passenger Manager at London, have been elected directors of Allan Bros. & Co. of the United Kingdom, agents of the Allan Line for Europe.

In connection with the various rumors as to the acquirement of control of the Allan Line by the C.P.R., which have had currency during the past two or three years, and which have been revived with continued persistency in the last few weeks, Sir Thos. Shaughnessy, President, C.P.R., is reported to have stated that the arrangements between the C.P.R. and the Allan Line are the same now as they have been for years past, and that no change is contemplated in them.

B. J. Allan, who has acted for the Allan Line in Boston, Mass., for several years, has also stated that there has been no amalgamation between the Allan Line and the C.P.R., and that the rumors all proceed from a mutually satisfactory arrangement for the handling of business at St. John, N.B., during the winter.

The reports as to the amalgamation with, or acquirement by, the C.P.R., chiefly emanate from Glasgow, where it is claimed that developments of an extraordinary nature, regarding the future control of the company, will be announced early in 1913.

These, it is stated, will include the retirement of Hugh A. Allan and Andrew A. Allan, and in fact, the severance of all the Allan associations with the company's management.

A Montreal press report quotes a cablegram received there as saying:—"The joint stock companies registration in Edinburgh of the Allan Line Steamship Co. shows that the Royal Trust Co. of Montreal holds 57,637 shares, the total being 60,639 shares. Sir Montagu Allan is registered as holding 500 shares. Allan Bros. and Co. is the title of a separate company."

The Loss of the s.s. Eric.

The following judgment, concurred in by Capt. N. Hall and J. W. Harrison, was delivered by Commander H. St. G. Lindsay, Dominion Wreck Commissioner, recently, in the matter of the stranding and subsequent loss of the British s.s. Eric, on Sable island, N.S., Aug. 14:—

After reviewing the evidence, which, on account of all log books, documents, etc., being lost, was given entirely from memory, the court finds that the vessel was well found and equipped and apparently navigated in a proper and seamanlike manner, up to the morning of Aug. 14, and that the cause which led to the stranding, was owing to the master, W. G. Corner, being over confident as to his position, and in approaching, and trying to make, such a well known danger as Sable island, and presuming his position on Aug. 13 to be correct he showed very poor judgment on finding the water shoaling so perceptibly, in not taking another cast of the lead or hauling off to the eastward, or stopping his vessel until the weather cleared or he was able to find out his position, and therefore the court suspends his certificate for three months from Aug. 26.

The court also criticized the want of cooperation by the officers in the working up of the vessel's position, and compass errors, as a check on the master's work.

During August, four employes were killed, and six were injured in the course of their work in connection with the navigation of Canadian waters. Two of the fatalities were due to drowning, and one each to falling from the mast head, and to scalding, while of the other accidents, two were caused by falls, and one each by scalding, falling material, machinery, and by being crushed.

Sault Ste. Marie Canals Traffic.

The following commerce passed through the Sault Ste. Marie Canals during September, 1912:

ARTICLES			CANADIAN CANAL	U. S. CANAL	TOTAL
Copper.....	Eastbound.....	Short tons	208	12,804	13,012
Grain.....	".....	Bushels	2,542,593	2,192,097	4,734,690
Building stone.....	".....	Short tons			
Flour.....	".....	Barrels	269,220	923,354	1,192,574
Iron ore.....	".....	Short tons	4,950,988	2,389,237	7,340,225
Pig Iron.....	".....	".....	20	20	40
Lumber.....	".....	M. ft. b. m.	1,211	88,950	100,161
Silver ore.....	".....	Short tons			
Wheat.....	".....	Bushels	9,957,593	7,348,829	17,306,422
General merchandise.....	".....	Short tons	2,393	32,689	35,082
Passengers.....	".....	Number	1,846	2,789	4,635
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Coal, hard.....	Westbound.....	Short tons	67,794	326,732	394,526
Coal, soft.....	".....	".....	304,553	1,176,482	1,481,035
Flour.....	".....	Barrels			
Grain.....	".....	Bushels			
Manufactured iron.....	".....	Short tons	30,615	50,158	80,773
Iron ore.....	".....	".....	3,472		3,472
Salt.....	".....	Barrels	3,045	77,932	80,977
General merchandise.....	".....	Short tons	89,816	108,231	198,047
Passengers.....	".....	Number	3,280	1,790	5,070
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Summary.....					
Vessel passages.....	".....	Number	1,049	2,164	3,213
Registered tonnage.....	".....	Net	3,610,160	4,620,787	8,230,947
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Freight—Eastbound.....	".....	Short tons	5,335,466	2,962,338	8,295,804
Westbound.....	".....	".....	496,635	1,673,283	2,169,918
Total freight.....	".....	".....	5,832,151	4,635,631	10,467,782