

Dominion Wreck Commissioner's Enquiries and Judgments.

Enquiries have been held and judgments delivered respecting the following casualties:—

Canadian Voyageur-Howard D. Troop Collision.

Held at St. John, N.B., Apr. 23, into the collision of Canadian Government Merchant Marine's s.s. Canadian Voyageur, and the St. John pilot boat Howard D. Troop, in the Bay of Fundy, Apr. 17, resulting in the loss of the latter ship, by Capt. J. B. Henry, commissioner, and Capt. A. J. Mulcahy and S. Orr, as nautical assessors. The Howard D. Troop was a schooner rigged ship, with 60 h.p. auxiliary engine, for a 7 knot speed, and at the time of the collision had 4 licensed pilots and 3 apprentice pilots on board. On Apr. 17, when the

lee of the steamship, did not feel the effect of the breeze on her sail, and the auxiliary engine was not going long enough to enable her to get out of the way. On the Voyageur, the pilot having ordered full speed ahead, and the telegraph having been moved accordingly, the answer came from the engine room, "Stop," and the master went to the engine room to ascertain how long before the engines could proceed, notwithstanding the fact that there is a speaking tube. He returned to the bridge, after an absence of two minutes, and found the pilot boat 30 or 40 ft. from the ship's side, heading at an angle of about 45 deg. from the starboard beam. About two minutes after, he was informed by the engine room that the engines were all right, but it was then too late.

casian required, and it was found that Capt. J. D. Mackenzie, of the Canadian Voyageur, and Capt. F. McKelvey, of the Howard D. Troop, committed errors in leaving their respective decks when their duties were to overcome the accident, and that therefore they both contributed to the collision, and were cautioned accordingly.

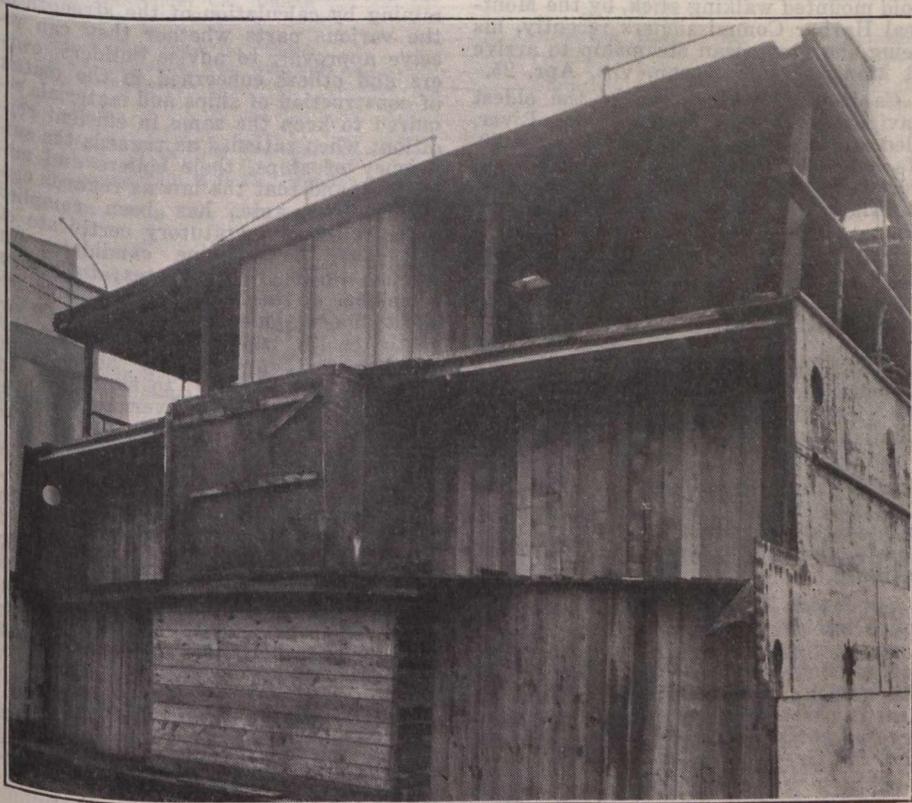
Toronto Harbor Improvements.—T. Foster, M.P. for York, Ont., asked in the House of Commons recently:—"Is it the government's intention to contribute to the improvements in Toronto harbor in the same proportion as in the other large harbors of the Dominion? If not, why not?" Hon. J. D. Reid, acting Minister of Public Works, replied:—"Up to the commencement of the Canadian Stewart Co.'s contract for Toronto harbor improvements, which was the portion of the comprehensive scheme of development to be done at the direct cost of the government, there has been expended by the Public Works Department in the improvement of Toronto harbor \$2,323,191.75. Since that date, there has been expended on the harbor by the Public Works Department \$3,691,068.01, and further work, estimated to cost \$1,500,000, is to be proceeded with during the construction seasons of 1920 and 1921."

Ships under Board of Railway Commissioners.—J. E. Armstrong, M.P. for Lambton, Ont., asked in the House of Commons recently, how many ships are under the Board of Railway Commissioners, as regards rates, tolls, tariff agreements, and arrangements, what are their names, the deadweight tonnage of each, and the routes on which they run? The Minister of Railways replied that the Board of Railway Commissioners had not the definite information that would enable it to reply to these questions. Tariffs filed in conformity with the Railway Act, secs. 336 and 358, do not show the names of the ships or their tonnage, nor does the act call for this information.

The C. G. S. Champlain has been sold by the Marine Department to the Gulf of St. Lawrence Shipping & Trading Co. for \$61,050. She was built at Paisley, Scotland, 1904, and has the following dimensions,—length 120 ft., breadth 30¼ ft., depth 17½ ft.; tonnage, 522 gross, 235 net. She is equipped with compound surface condensing engine, with cylinders 22½ and 46 in. diam. by 24 in. stroke, and supplied with steam by a Scotch boiler, 16 ft. diam. by 11 ft. long, at 120 lb. working pressure. The company has appointed Capt. A. Fournier as master, and J. Costin as chief engineer.

Toronto Grain Elevators.—T. Foster, M.P. for York, Ont., asked the following question in the House of Commons recently:—"In view of the strong representations made for the construction of elevators in Toronto harbor, is it the policy of the government to build such elevators or grant a bonus to assist in building them?" Sir Geo. Foster replied: It is not the present intention of the government to construct or to aid in the construction of grain elevators in Ontario ports.

The Atlantic Coast Shipbuilders' Association states that on April 1st, 1904 tankers, or 722,549 gross tons were building in U.S. yards on private account. New orders started during March totaled 129,455 gross tons. Revision of tonnage figures, however, would indicate an increase in tankers under construction at end of March of 133,984 tons, as compared with February.



After Section of Steamship North Land, after being separated, showing wooden bulkhead.

schooner sighted the steamship, the weather was dark and clear, with a strong east breeze, and a heavy sea, and she was running down the south channel, between Petit Passage and Grand Manan. The usual blue flare was shown by the schooner, and answered, and as the ships approached, the Voyageur's head veered to north and east, showing all three lights, also the lantern on the port side, to indicate the ladder. When the small pilot boat was leaving the schooner, the Voyageur's head veered to south, then making the starboard the lee side, the boat passing round the stern. The schooner then ran down across the Voyageur's bow for about half a mile, under sail only, and when she tacked she was about abeam, or slightly abaft the steamship's beam. After tacking, the helm was put down, preparatory to picking up the small boat, and it was noticed that the Voyageur was not going ahead as expected, but drifted down on the schooner. The schooner, being in the

The court found that the Canadian Voyageur's engines could not proceed, on account of being choked, and not responding as quickly as the occasion demanded. The master should not have left the bridge without leaving a competent officer in charge, ignoring the speaking tube, when it was of vital importance that he should have remained and signalled the pilot boat that his vessel was temporarily out of control. The opinion was also expressed that the pilot boat did not make sufficient allowance for the lee drift of the steamship, according to the ordinary practice of seamen, and it found that the master of the pilot boat adopted a wrong manoeuvre in putting his auxiliary engine full speed ahead, instead of astern, away from danger, at a critical time, and criticized the fact that the man who attended the engine was away on the small boat, and that the master left the wheel to attend to the engine. Everything was done in the Voyageur's engine room that the oc-