

Overseas Transportation and the War.

The overseas transportation service, which is under the direction of the acting Director of Overseas Transport, is closely associated with the Marine Department, and its work was referred to by the Minister of Marine in the House of Commons, Aug. 6, in dealing with his report for the year ended Mar. 31, generally as follows: The branch is responsible for the movement of all transports, carrying either troops or munitions, for the provision of all necessary escorts at sea, and for advising the Imperial authorities, giving detailed information by telegraph of the cargoes of all transports before they arrive in England, the Admiralty and War Office then being able to make the necessary arrangements for handling the cargoes on arrival. During the year under review, the work increased greatly. There is general control of the traffic inland, by rail or otherwise, covering its reception and storage at points of shipment, the allocation of cargoes to different vessels, and the storage on board. The Naval Service Department is responsible for the movement of these vessels, the supply of sufficient tonnage to meet transportation demands, and the routing of same. Through co-operation, the transportation problems have to a large extent been overcome, and a high degree of efficiency has been attained. All expenses in connection with this service are defrayed by the Dominion Government on behalf of the Imperial Government, on presentation of certified invoices. Contracts are made for the supply of bunker coal as required, and during the year, 230,000 tons were purchased from Canadian firms for transports. Arrangements were also made for repairing and fitting vessels for special purposes, and for the supply of provisions, stores and gear as are required while vessels are in Canadian ports.

The average export movement for the year ended Mar. 31, was over 200,000 tons a month, or roughly, 8 fully loaded freight trains of material a day. The monthly total now exceeds 360,000 tons, and the sailings average two a day. During the year, a total of 386 sailings, comprising 2,429,829 tons, cleared from Canadian ports. These figures show a large increase over the previous year, when 198 sailings comprising 970,911 tons, were made. The Minister said that the department's thanks were due to the C.P.R. for the services of a number of experienced transportation officers, as well as for its ready co-operation at all times.

Stranding of the s.s. Singapore.—An investigation was held at Montreal recently by Capt. L. A. Demers, Dominion Wreck Commissioner, assisted by Capt. F. Nash and C. Lapierre, as nautical assessors, into the causes which led to the stranding of the s.s. Singapore at Metis Point in the River St. Lawrence, July 1. The court found that the master, F. W. Hatswell, showed proof of poor judgment, and that a very indifferent lookout was kept by the second officer. Under the circumstances the master's certificate was not dealt with, but he was reprimanded very severely. The court said that it had no warrant to eulogize or to condemn the St. Lawrence or Canadian waters, but having had 14 years in exploring every part of it, it could safely say that if ordinary prudence be exercised, there is no reason for such a casualty to occur.

The Equipment of Auxiliary Powered Vessels.

With reference to the auxiliary powered vessels built for the Canada West Coast Navigation Co., on the Pacific coast, *Motorship*, a paper devoted to the interests of motor driven vessels, says: "If the motors are genuinely used as an auxiliary to the sails, the power is sufficient, but if the sails are auxiliary to the engines, she is without doubt underpowered. The non-success of several auxiliaries has been due to the fact that when such vessels were ordered, owners intended to use the motors for getting in and out of harbors and for docking; but after the vessels were in service the captains receive instructions to use the engines continuously, which, of course, is quite unfair to the machinery. Personally, we think that these vessels are underpowered and that two 300-400 b.h.p. motors should have been installed, because the motors are sure to be used constantly, which, of course, is too much work to expect from engines which are not meant to drive the boat at any substantial and prolonged speed. The engines are there, and doubtless the crew, if not the owners, will expect them to do the work of machinery of a full powered ship of this size." The vessels are equipped with two 160 b.h.p. Bolinder surface ignition oil engines.

Radiotelegraphy in Canada During the War.

In a statement to the House of Commons, Aug. 6, respecting the work of his department for the fiscal year ended Mar. 31, the Minister of Marine, in dealing with radiotelegraphy, said that the government's policy, to develop and maintain under government control, the radiotelegraph service, was being continued. All amateur stations, which were closed down at the commencement of the war, remained so. The service is playing an important part in the war, particularly in providing communication for such vessels of war as may be operating in the vicinity of Canadian waters. The government stations on the Atlantic and Pacific coasts are well adapted for such purposes, and by reserving certain stations for naval work solely, adequate facilities have been provided. There are 156 coast, land and ship stations in the Dominion, 67 being government land and ship stations, 75 are commercial ship stations and the remaining 13 are commercial land, coast and instructional stations. There are 404 persons employed in the service, or whom 137 are in the government's employ. Of the 43 coast stations, 42 are owned by the government. Those on the west coast and Hudson Bay are operated directly by the Naval Service Department, and those on the Great Lakes and east coast, with certain exceptions are operated by the Marconi Wireless Telegraph Co. under contract. During the war, certain stations on the east coast have been taken over and operated directly by the Naval Service Department, for naval purposes solely. The section of the Radio-Telegraph Act calling for the compulsory equipment of certain steamships with wireless facilities, has been efficiently carried out, and no attempts to evade the act's requirements were reported. During the year, 141 operators were examined for certificates and 87 were successful, and to the end of the year, 176

proficiency certificates had been issued. The regular work of the stations was carried on so far as war conditions permitted, and there were large increases in the number of messages and words, as well as in revenue over the previous year.

Government Hydrographic Surveys.

In discussing the estimate to provide \$200,000 for hydrographic surveys, the work under W. J. Stewart, Chief Hydrographic Officer, was outlined by the Minister of Marine, in the House of Commons, Aug. 6, as follows:

Atlantic Coast.—Survey along the southeast coast of Nova Scotia, from Halifax harbor; to modernize present charts.

Lower St. Lawrence, s.s. Cartier.—Extending eastward from the river; work has been completed as far east as Point des Monts on the north shore and Cape Chat on the south shore. It is intended to carry the work along the south shore, covering the route of vessels approaching the St. Lawrence.

Lake Superior.—The s.s. Bayfield will survey the more exposed coasts on the lake, in the vicinity of Caribou Island and Michipicoten. The s.s. La Canadienne is surveying more sheltered waters; that on Nipigon Bay has been completed, and Black Bay is to be completed this year, and if time permits the vessel may be moved to work in the north channel of Lake Huron.

Pacific Coast.—The s.s. Lillooet is working round Queen Charlotte Islands and Hecate Strait.

Trade and Supply Notes.

The matter which appears under this heading is compiled, in most cases, from information supplied by the manufacturers of, or dealers in, the articles referred to, and in publishing the same we accept no responsibility. At the same time we wish our readers distinctly to understand that we are not paid for the publication of any of this matter, and that we will not consider any proposition to insert reading matter in our columns for pay or its equivalent. Advertising contracts will not be taken with any condition that accepting them will oblige us to publish reading notices. In other words, our reading columns are not for sale, either to advertisers or others.

L'Air Liquide Society.—E. Jordan has been appointed Canadian Representative and Chief Engineer, succeeding C. Royer, resigned.

Independent Pneumatic Tool Co., Chicago, Ill., and 334 St. James St., Montreal, has issued circular Z, describing in detail its line of Thor pneumatic tools and electric drills.

Berry Brothers, varnish manufacturers, Walkerville, Ont., have arranged for group life insurance, covering all their employes who have been in their service for six months, the insurance ranging from \$500 to \$1,000, according to the term of service.

Smoke Nuisance Along Navigable Waterways.—The Dominion Marine Association is taking up this matter with the Ontario Department of Lands, Forests and Mines, with the view of obtaining some changes in the regulations respecting the burning of brush, and the making of fires of any kind which tend to increase the smoke nuisance along navigable waterways, particularly in the Upper Lakes channels. The Department is investigating with regard to the period during which the lighting of fires shall be permitted.