

The Safety of Navigation in the Bay of Fundy.

R. E. Armstrong, Secretary, Board of Trade, St. John, N.B., wrote recently to Shipping Illustrated, as follows:

In a recent issue, under the heading of "Marine Insurance," you say: "The loss of the steamer Navarra at Tusket Islands, Bay of Fundy, is the second which occurred last year in that vicinity. In Jan., 1914, the R.M.S.P. liner Cobequid was totally lost, and unfortunately there was serious loss of life."

You also refer to the wreck of two other steamers, one of which, the Gerald Turnbull, was wrecked on Gannet Ledge in 1913, and the other—the Bonavista—in Mar., 1912, and you close with the remark that "in less than three years four fine steamers have been wrecked in this Bay."

This is scarcely a fair statement of the case, and in one respect, at least, it is absolutely false. The Bay of Fundy, as an enclosed sheet of water, is really confined to the area included within a line drawn from the southern extremity of Brier Island to the opposite shore of the State of Maine; so that, if this area is accepted, three at least, if not all four, of these disasters you have referred to occurred outside the Bay of Fundy, on the Atlantic shore of Nova Scotia. If you accept Cape Sable as the point at which Bay of Fundy waters begin, then a line drawn across to the U.S. shore will bring you to Portland, Me. I do not think that, as an American journalist, you would be willing to admit that all or any of the marine disasters which occur at Portland, Me., or east of it on the coast of Maine, should be laid at the door of the Bay of Fundy. If this reasoning is good so far as the northern side of the Bay of Fundy is concerned, then it should also hold good when applied to the southern side, and all accidents which occur below Brier Island should be excluded from the Bay of Fundy account and charged up to the Atlantic coast.

The statement that there was a serious loss of life when the Cobequid was wrecked is untrue. Not a single life was lost during that wreck, although a heavy storm prevailed at the time.

Furthermore, in almost every case that you have referred to it was shown that the casualty was due to the navigators themselves and not to any particular danger that lurked in the waters.

The Marine Court, in its finding on the Cobequid case, stated: "The court is unanimous in its opinion that the stranding and

ultimate loss of the s.s. Cobequid was caused by the grave error of judgment of John Howson, the master. . . . The

court therefore severely censures the master, but on account of the very efficient and satisfactory manner in which everything was carried out on board his ship for the safety of the passengers and crew, after the stranding, does not deal with his certificate."

In the case of the s.s. Navarra, Capt. Demers, the Dominion Wreck Commissioner, described the conduct of Capt. Milliken and his officers as "culpable errors of judgment." The master's certificate was suspended for 10 months, the second officer's for 6 months, the chief officer's for 3 months.

In the face of these findings, it does not seem fair that the Bay of Fundy should be charged up with these disasters. There is ample room in the Bay of Fundy for a ship to be navigated with perfect safety, but if navigators are careless, or if they put to sea in an unfit condition, the blame for the disaster that occurs should be placed on the proper shoulders.

Statistics prepared by this Board from Government returns of wrecks show that during 18 years subsequent to 1896, with a total tonnage of 42,029,262 tons entering the port of St. John, the casualty average was only 0.033 of 1%. This statement was made up from Cape Sable. The figures are very low, indeed, and should go far to establish the almost absolute safety of the Bay of Fundy from a navigator's standpoint.

If it were necessary, it would be quite easy to establish, by comparison, that not only were wrecks fewer in the Bay of Fundy than in many other largely-frequented waters, but that the loss of life was very much less. Not for a great many years has there been any serious loss of life in Bay of Fundy waters.

New Steamships for C.P.R. Atlantic Service.

The two vessels which are under construction in Great Britain for the C.P.R.'s Atlantic service, and which it was announced were to be named Melita and Medora, have been named Melita and Minnedosa. They will be of the one cabin type, with accommodation for 500 cabin passengers and 1,500 third class passengers. The public rooms, consisting of large lounge, smoking

room, dining room, gymnasium, etc., will be elaborately decorated, and the dining room will have accommodation for 300. The third class dining room will have capacity for 550. In the cabin accommodation, there will be about 50 two berth rooms.

The propelling machinery will consist of combination turbine and reciprocating engines driving three screws. Each of the vessels will be equipped with Babcock and Wilcox patent davits, which will enable the lifeboats to be launched from either side of the vessel, even should there be a considerable list. The vessels will be built with the cruiser stern, giving greater stability and seaworthiness, while every device for the safety of passengers will be provided, including double bottom to the hulls, wireless telegraphy and submarine signalling apparatus. The dimensions are: length overall, 520 ft.; beam, 67 ft.; depth to bridge, 46 ft.

The Future of the St. Lawrence Canal Route.

At the recent annual meeting of the Canadian Society of Civil Engineers, the retiring President, M. J. Butler, C.M.G., in speaking of the transportation problem, said:—"We have as a nation undertaken the task of forcing our outlets against the line of least resistance. The Atlantic seaboard is the outlet for the products of the prairies situated some 1,500 miles inland. Our efforts in building railways with easy curves and grades, the enlargement of our canal system and the improvement of rivers, and particularly of the St. Lawrence route, have but the one object of putting a few more cents a bushel into the pockets of the farmers. The enlargement of the Welland Canal will allow the larger type of vessel of 300,000 bush. capacity to pass down Lake Ontario and the St. Lawrence River to within 120 miles of Montreal. Storage elevators will be erected at or near Prescott, and 1,000 ton barges will be towed through the present canal system to Montreal. Ultimately, the larger lake vessel will come through to Montreal, as it is quite practicable and within the resources of the country to convert the St. Lawrence River into slack water navigation by the building of eight dams with duplicate locks, and, as an incident, develop the greatest water power in the world, aggregating over 4,000,000 h.p., eliminate the ice jams, and make practicable the navigation of the river in winter by the aid of powerful icebreakers.

List of Steam Vessels Registered in Canada During December, 1914.

No.	Name	Port of Registry	Where and When Built		Length	Breadth	Depth	Gross Tons	Reg. Tons	Engines, Etc.	Owner or Managing Owner
134161	Mary H. Cann	Yarmouth, N.S.	Mahone Bay, N.S.	1914	60 4	17 4	7 4	58	24	14 n h.p.sc.	Hugh Cann & Son, Yarmouth, N.S. Minister of Public Works, Ottawa
134304	Samson	New Westminster B. C.	Port Coquitlam, B.C.	1914	115 6	30 0	6 7	436	277	13 " pa.	
129326	Sheby	Ottawa	Sunderland, Eng.	1912	290 0	40 7	17 8	2268	1341	222 " ps.	Minister of Railways and Canals, Ottawa Lake Commerce, Ltd. Toronto
116573	Valcartier (1)	Fort William, Ont.	Cleveland O.	1903	361 0	48 2	24 0	3755	2248	147 " ps.	
(1) Foreign name, W. H. Mack.											

(1) Foreign name, W. H. Mack.

List of Sailing Vessels and Barges Registered in Canada During December, 1914.

No.	Name	Port of Registry	Rig	Where and When Built		Length	Breadth	Depth	Reg. Tons	Owner or Managing Owner
134254	L.W.S. Co., No. 1.	Winnipeg	Barge	Winnipeg	1911	188 5	33 5	8 0	423	Lake Winnipeg Shipping Co., Winnipeg
134255	" " 2.	"	"	"	1911	188 5	33 5	8 0	423	
134256	" " 3.	"	"	"	1912	180 5	37 0	8 0	458	
134257	" " 4.	"	"	"	1912	179 5	33 5	9 0	491	
130516	M. A. Belliveau.	Weymouth, N. S.	Schr.	Belliveau Cove N.S.	1914	115 0	30 2	10 2	199	Belliveau, et al., Belliveau's Cove, N.S. J. E. Bachman, M.O., Lunenburg, N.S. Richardson Co., St. Jerome de Matane, Que. Ritcey, M.O., La Have, N.S.
134396	Majorie E. Bachman	Lunenburg, N.S.	"	Shelburne, N.S.	1914	109 0	26 4	10 8	99	
134494	Quinnette	Quebec, Que.	"	Capucins, Que.	1914	94 7	25 6	6 7	97	
134398	Robert J. Dale.	Lunenburg	"	Liverpool, N.S.	1914	113 2	28 6	10 4	198	