

About 550 ft. of the parapet is still to be finished, but it is expected that this will be done early in January. The contractors are Sir John Jackson (Canada) Ltd. Work is progressing on the Government piers. All the crib caissons have been sunk, with the exception of one, which is built and awaiting a favorable opportunity for placing it. The concrete superstructure is practically completed on one side of the pier next the breakwater, and it is estimated that about 30% of the whole work is done. The contractors are Grant, Smith and McDonnell Ltd.

The master of the s.s. Cheakamus has reported to the Marine Department the existence of an uncharted shoal in the west end of Cordero channel, between Lyall Island and Grismond Point. The shoal extends about one cable in a 48 deg. direction from Lyall Island, and the depth on the shoal varies from 8 to 20 ft. The formation is rocky and it is marked by kelp in the summer. There is a good channel with 10 fathoms and no bottom on the mainland side of mid-channel.

With reference to a report that the Amalgamated Engineering & Dry Dock Co. had negotiated a loan in the U.S. which would enable it to carry out its schemes for the construction of a dry dock and shipbuilding plant on the north shore of Burrard Inlet, Vancouver, H. Stevens, M.P., is reported to have stated that he was not surprised to learn that such a loan had been effected, but he was doubtful with the increased cost of materials whether the plans and the contract could be proceeded with without some revision. Press reports stated that C. J. V. Spratt, of Victoria, holds a Dominion subsidy of a 4½% interest guarantee on an investment of \$5,500,000. We are officially advised that no subsidy agreement has as yet been entered in to with the Amalgamated Engineering & Dry Dock Co. for the construction of a dry dock and shipbuilding plant at North Vancouver.

Loss of Steam Tug Chambly.—The Wreck Commissioner, Capt. L. A. Demers, assisted by Capt. C. Lapierre and Faubert, enquired into the causes of the sinking of the Marine Department's steam tug Chambly, at Cap a la Roche in the St. Lawrence River, on Oct. 4, and found that there was no negligence or carelessness, but that the cause of the disaster was bad judgment, and held the master, Capt. Robideau and the second master, Capt. Laroche, jointly responsible, and condemned them to each pay half the cost of the investigation, a total of \$95.97. One of the assessors, Capt. Faubert, dissented from the judgment, and considered that no blame could be attached to the crew, as owing to the swiftness of the current they could not foresee the result.

Shipbuilding in the United States.—Figures issued by the U. S. Commerce Department show that the shipbuilding industry in that country is reaching proportions comparable with those of the industry in the British Isles. On Sept. 30 last, there were ordered and under construction in U. S. shipyards 417 steel vessels, aggregating 1,454,000 gross tons. There were at the same time under construction in the United Kingdom 469 vessels of the same class, aggregating 1,789,000 gross tons.

Clara Shipping Co., Ltd., has been incorporated under the Nova Scotia Companies Act, with \$45,000 capital, to own and operate schooners and ships and carry on a general carrying business.

Mainly About Marine People.

H. H. Drake has been appointed shipping master for the port of Halifax, N.S.

Mr. Justice F. E. Hodgins, of the Appellate Division of the Supreme Court of Canada, and latterly acting Deputy Judge in Admiralty, has been appointed Local Judge for the Toronto Admiralty District of the Exchequer Court.

Major B. R. Hepburn, M.P., formerly of the Ontario & Quebec Navigation Co., Picton, Ont., has been appointed temporary Lieutenant Colonel, while engaged as Assistant Director of Timber Operations in Great Britain.

Mrs. Katherine F. Foote, who died at Fergus, Ont., Dec. 6, aged 101 years, 6 months and 14 days, was mother of Capt. R. D. Foote, master of the Northern Navigation Co.'s s.s. Noronic, and Commodore of the fleet. Capt. J. B. Foote, of the Toronto Vessel Insurance Agency, and A. Foote, who has been superintending dredging operations in connection with the Welland Canal, are grandsons.

T. A. Sparks, of the firm of Funch, Edye & Co., New York, has been appointed General Agent Cunard Steamship Co., for the United States, at New York, vice C. P. Sumner resigned. In addition to U. S. territory, he has jurisdiction over any business that may be done in Canada via New York or Boston. We are advised that the business of Funch, Edye & Co. is being taken over by the Cunard Steamship Co., The Robert W. Reford Co., Montreal and Toronto, are the General Agents for Canada, of the Cunard Line, on appointment from Liverpool, Eng.

Steel Steamships for Norway.—Mention was made in our last issue that seven vessels had been ordered in Vancouver for Norwegian interests, and that the builders had been granted permission by the Dominion Government to build them for export for foreign registry. Three of them are being built by J. Coughlan and Sons, and 4 by Wallace Shipyards, Ltd. They will all be of approximately the same type. The three first mentioned will be 8,800 tons dead weight capacity, length 423 ft., beam 54 ft., moulded depth 29¾ ft. They will be engined for a speed of about 10½ knots when fully loaded. Delivery is to be made during the next 12 to 15 months.

The Long Sault Development Co.'s Project for the construction of a dam across the St. Lawrence in connection with its power development scheme, has been finally quashed, the U. S. Supreme Court having dismissed the company's appeal against the ruling of the New York courts annulling its franchise. This matter has been before the courts for several years, and has been persistently fought at every stage by the Dominion Marine Association and the Shipping Federation of Canada, on the ground that it would interfere considerably with the safe navigation of the St. Lawrence River.

Rumored Control of British Shipping.—Reports from London, Eng., indicate that with the change in the British Government, a policy will be adopted whereby all British shipping will be brought under the Government's direct control in a somewhat similar manner to that adopted with the railways there in the early stages of the war.

The Provincial Steamship Co., Ltd, has been incorporated under the Nova Scotia Companies Act, with \$20,000 capital, to own and operate steam and other vessels, and to assist wrecked and stranded vessels.

The Storstad-Huftero-Jason Collision.

The Dominion Wreck Commissioner delivered judgment recently in the matter of the collision between the steamships Storstad, Huftero and Jason, which is summarized as follows:—The court, having carefully weighed the evidence which was contradictory on many points, finds that the master of the Storstad, Capt. Anderson, gave the proper signals up to the time of the collision appearing imminent, then his duty, according to articles 27 and 29, was to reverse his engine and sound three blasts, that is when both vessels were two or three ships lengths from each other, which he failed to do. With respect to the Huftero collision that is the only point in which he failed; but regarding the damage to the Jason the court holds that he is responsible, as the order full speed ahead after a full speed astern order was unwarrantable. The court wishes to point out that there was an improper and indifferent lookout kept on this vessel, though it did not contribute to either collision. The court finds that the master of the Huftero, Peter Dessington, wilfully by his actions brought about this collision between his vessel and the Storstad and force the latter into such a position that the court must also find him partly responsible for the collision between the Storstad and the Jason. The court finds him in default for having an improper lookout and for deliberately violating articles 19, 22, 23, 25 and 29 of the Rules of the Road. With respect to the pilot of the Huftero the court has determined that after he counselled the master to port and his timely suggestions were rejected, he acted wisely in relinquishing his responsibilities as pilot, and leaving the master to act for himself and therefore the court exonerates the pilot from all blame.

Telegraph, Telephone and Cable Matters.

The C.P.R. telegraph offices in Lethbridge, Alta., have been moved to 5th St. South, the new building there having been completed early in December.

J. McMillan, Manager of Telegraphs, C.P.R., returned to Montreal, Dec. 8, after completing the usual periodical trip of inspection over the lines through the west.

The Great North Western Telegraph Co., has opened offices at Paisley and St. David's, Ont., and Forestburg and Meeting Creek, Alta., and has closed its offices at Beaumarie and Muskoka Wharf, Ont., and Greenbush, Sask.

The Great North Western Telegraph Co. at Christmas gave all employees who had been in the service for not less than a year, bonuses as follows: Those receiving less than \$1,200 a year, 7% of the annual wage, and those receiving between \$1,200 and \$2,000 per annum, 6% of the annual wage.

E. Cameron, agent, Great North Western Telegraph Co., Brantford, Ont., has been retired, after 61 years in telegraph service. He was born in Scotland in 1841, and came to London, Ont., in 1849. He commenced his telegraph service in 1855 with the Montreal Telegraph Co. as a messenger, and later was an operator at London, Ont. He had been in charge of the Brantford office since 1868.

The Board of Railway Commissioners has dismissed the application of the City of Chatham, Ont., for the removal of tele-