

### Stranding of the s.s. Sarah Radcliffe.

An investigation into the stranding of the s.s. Sarah Radcliffe, owned by Evans-Thomas Radcliffe Co., Cardiff, Wales, and under charter to the Admiralty, on Georges Island, in Halifax Harbor, Mar. 23, was held at Halifax, Apr. 1, by Capt. L. A. Demers, Dominion Wreck Commissioner, assisted by Capt. John Fleming and D. C. Stuart as nautical assessors. Following is a summary of the judgment: The court finds that the master and officers of the vessel are not to blame for the predicament in which the vessel was placed owing to dragging at her anchor, and attributes the stranding to an act of God. All directions given by the pilot were followed when first the vessel anchored, and again under the same pilot's direction, when the vessel was ordered to shift her berth, and at that time there were no indications of a change of weather. When the vessel began to drift, the essential duties of the master and officers were carried out. The vessel came off without much delay and with but little damage. The attention of the first and second officers was called to the fact that they had not taken bearings of objects which were then visible, to fix the exact position of their anchoring ground, and cautioning them that entries should have been made in the scrap log, and log of bearings, soundings, etc., and also of the precautionary measures taken for the safety of the vessel.

### The Dominion Marine Association and the United States Seaman's Act.

In the U.S. Seamen's Act, now in force on the Great Lakes, a number of new regulations are provided, some of which affect Canadian vessels trading with U.S. ports. The sections of the act which affect Canadian vessel owners, are 4, 11, 13 and 16. The first amends a previous section and provides for the payment of seamen, on demand, of half of the wages earned, at any port where cargoes are taken on and delivered, the demand not to be made for five days after the commencement of a trip nor oftener than once in five days. This section is particularly made applicable to seamen on foreign vessels in U.S. harbors, and U.S. courts are to be open for its enforcement. Sec. 11 amends sections respecting advances of wages to seamen, and allotments of pay to dependents.

Sec. 13 provides, among other things, that no vessel of 100 tons or upwards shall depart from any U.S. port, unless she has on board a crew not less than 75% of which, in each department, are able to understand any order given by officers of the vessel, nor unless certain proportions of the crew, exclusive of licensed officers and apprentices, are of a rating not less than able seaman; and also provides for the issue of certificates by U.S. authorities. The Dominion Marine Association has taken this matter up with the U.S. Government, Francis King, M.A., Counsel for the Association, visiting Washington early in March, and it has been arranged that certificates of competent authorities in Canada will be accepted in the U.S. as proof that the holders comply with the provisions of sec. 13. The Dominion Department of Marine has prepared forms of certificate as required, and these are now in the hands of all collectors of customs. It has also issued a circular of instructions to col-

lectors, owners and masters, indicating exactly what is required.

Section 14 refers to steamboat inspection and particularly to life saving appliances, and does not affect Canadian vessels, as the reciprocal arrangement between the Dominion and the U.S. with regard to the inspection of steamboats, instead of being in the form of a treaty capable of abrogation by the President of the U.S., is embodied in an Act of Congress, which has not been repealed.

Masters of lake vessels having occasion to enter U.S. ports are now providing their deck crews with proper certificates, as far as possible. This requirement extends, for this year, to 40% of the deck crew, excluding the certificated officers. On an ordinary lake freighter, this means 40% of the deck hands, watchmen and wheelmen, and sometimes the second mate, as he does not require to be certificated. This means that about four men must be qualified under the statute, and arrangements are being made accordingly.

### New Books, Etc.

Any of the books mentioned may be obtained through Canadian Railway and Marine World at the published price.

CANADA IN FLANDERS, by Sir Max Aitken, M.P. Cloth, 5 x 7½, 247 pages, with maps. Hodder & Stoughton, Toronto, 25c.

This is vol. 1 of the Official Story of the Canadian Expeditionary Force. Its 10 chapters deal with mobilization, warfare, Neuve Chapelle, Ypres, a wave of battle, Festubert, Givenchy, Princess Patricia's Light Infantry, the Prime Minister, the Canadian Corps. The six appendices contain the King's message to the Canadians, Canadians in dispatches, the Prime Minister and the war, Lieut.-Gen. Alderson, commanding the Canadian Corps, honors and rewards granted, statement of casualties.

COAL, ITS ECONOMICAL AND SMOKELESS COMBUSTION, by J. F. Cosgrove. Cloth, 5½ x 8½ ins., 273 pages, 32 tables, 33 illustrations. Technical Book Publishing Co., Philadelphia, Pa. \$3.

The 21 chapters deal with the following subjects: Classification of coals; characteristics of coal; coal classed according to use; composition of coal; effect of size of coal; clinkering of coal ash; prevention of clinker; geological history of coal; the coal fields of America; analysis of coal; the purchasing of coal; theory of combustion; combustion of coal; temperature of combustion; determining heat value of coal; burning bituminous coal; smoke and its prevention; burning coal smokelessly; draught regulation; hand fired furnaces; stoker furnaces.

STUDIES IN THE COST OF URBAN TRANSPORTATION SERVICE, by F. D. Doolittle, Director, Bureau of Fare Research, American Electric Railway Association. Cloth, 6 x 9 ins., 467 pages, 58 plans and charts. American Electric Railway Association, 8 West 40th Street, New York, N.Y.

This work, which includes among other things the results of a number of special investigations made by the Bureau, consists of 29 chapters dealing with the following subjects; Creating the street railway; the street railway as a going concern; elements of cost; the anatomy of the five cent fare; tendency of operating costs; utility capital and its replacement; actual returns in the traction business;

units of comparison; elements of service; traffic characteristics, the traffic survey; traffic observations; the application of traffic data; prescribed standards of service; psychological aspects of street railway service; special problems; the paying haul; cost of extending fare limits and lines; cost of service and the zone system of fares; cost of complying with standards of service; cost of extending the transfer privilege; cost of competing forms of transportation; effect of rate of fare on riding habit; the problem of rapid transit; regulation and the cost of service; the Cleveland experiments; events preceding the Taylor ordinance; the Taylor ordinance and defects in its operation as disclosed at arbitration; efforts since arbitration to reduce cost of operation to permit continuance of low fares; service rendered under ordinance regulation; actual cost of service under ordinance regulation; the Milwaukee experiment; events preceding the Railroad Commission of Wisconsin decisions of Aug. 23, 1912; the decision of Aug. 23, 1912 and its rescission, Jan 30, 1915; cost of service and decisions on line extensions; zone system transfers and service requirements; appeal of Nov. 6, 1915.

### Board of Railway Commissioners' Judgment re Telegraph Tolls.

The Board of Railway Commissioners issued general order 163, Mar. 31, re applications of the telegraph companies for approval of their tariffs of tolls within the territory west of Sudbury, Ont., and between points east thereof and west thereof in both directions, and of the applications of the Winnipeg Board of Trade and the Winnipeg Grain Exchange, that the tolls into and out of Winnipeg be not approved. Upon hearing the matter at various sittings in the presence of representatives of the various telegraph companies, the Dominion Government, the Winnipeg Grain Exchange, the Boards of Trade of Winnipeg, Brandon, Regina, Vancouver, Victoria, Nelson, Saskatoon, Edmonton, Toronto and Montreal, the Associated Board of Trade of Western Canada and the Canadian Manufacturers Association, judgment was delivered, Mar. 28, by Commissioner McLean and concurred in by the other commissioners, and this judgment is made a part of the order and the tariff changes therein directed to be made are to become effective by July 1.

For the purposes of operation, the C.P.R. has divided the territory between the Atlantic and Pacific Oceans, which it covers, into districts as follows: (a) New Brunswick and Nova Scotia. 1—Quebec and Ontario, east of and including Windsor and Sudbury; 2—Ontario, west of Sudbury to and including Nipigon; 3—Sault Ste Marie Branch; 4—Ontario, west of Nipigon; 5—Manitoba; 6—Saskatchewan east; 7—Saskatchewan west; 8—Alberta, main line and branches south; 9—British Columbia, main line east of and including Kamloops and Okanagan branch; 10—British Columbia, all lines and west of Kamloops; 11—Alberta, north of main line; 12—Manitoba, for United States rates only; 13—British Columbia, Kootenay east of and including Kootenay Landing; 14—British Columbia, Kootenay west of Kootenay Landing.

In a portion of the territory east of the Great Lakes in which the Great North Western Telegraph Co.'s lines are located, there is an identity of districts. In the territory from the head of the Great