

### Durability of Piles in Intertidal Space.

How far above low water are untreated wood piles protected by saturation? This question has been asked a number of engineers by the Forest Products Laboratory, at Madison, Wis. In tidal waters the portions of piles above mean low tide, although completely immersed only part of the time, may be practically saturated all the time. Wood constantly saturated with water is not subject to decay, and this fact makes the height to which saturation extends above low tide a question of considerable interest to the designing engineer. The opinion of most of the engineers asked is that untreated piling in water not infested with marine wood borers will remain sound indefinitely if cut off at half-tide. This height ranges in various ports from 2.3 to 4.5 ft. above low water. At certain places on the Atlantic coast, piles cut off at the height of half-tide are still sound after from 50 to 100 years of service. Untreated piling is destroyed by marine borers more rapidly than by decay, and the information given would, of course, have no practical use where these organisms are active.

### A Ship Repairing Case in the Supreme Court.

An Ottawa press dispatch of Mar. 3 states that the appeal of Montreal Dry Docks vs. Halifax Shipyards, Ltd., was argued that day before the Supreme Court. The respondent was making repairs to the ship *Westerian* in Halifax, N.S., when it was put under arrest by appellants, who claimed liens for supply of materials. After the arrest the repairs were proceeded with at a cost of \$15,000. The ship was sold under a court order, producing a sum slightly in excess of appellants' combined claim, and the latter took action in the Admiralty Court, claiming priority over respondent's claim for the cost of repairs after the arrest. The local judge at Halifax held that appellants had priority. His judgment was reversed by the Exchequer Court, on the grounds that the repairs had increased the selling value of the ship, and it would be inequitable to refuse full payment for the same; that the arrest had no effect on the lien of the shipwrights, whose possession was not interrupted thereby, and that respondent was in the same position as if permission of the court to continue the repairs had been obtained.

### Shipments of Goods to Roumania Through U.S. Ports.

W. Duff, M.P., for Lunenburg, N.S., asked the following questions in the House of Commons, Mar. 11: "Are Canadian goods, purchased by Roumanians on the credit of the \$25,000,000, established by the government, and destined for Roumania, still being shipped through a U. S. port? If so, why does not the government insist that such goods, destined for Roumania, be forwarded through a Canadian port? Will the government give this important matter its most serious consideration?"

Sir George Foster, acting Prime Minister, replied: "Shipments to Roumania are being forwarded from Canadian ports. The total quantity shipped via Canadian ports has been 32,881 cubic

tons, and via New York 2,850 tons. The traffic from Canadian ports has been handled in full ship loads. At the close of navigation last autumn it was necessary to relieve the various manufacturers of their accumulation of goods packed ready for shipment, although this quantity was not nearly sufficient to make up a cargo. About 75% of the material consisted of roofing, a comparatively low-priced commodity, which made the cost of storage, insurance and other charges prohibitive. There is no regular steamship service from Canadian ports to the Black Sea, but the Furness-Withy Co. has a regular sailing from New York. In order to relieve the accumulation of goods in the manufacturers stores, it was necessary to forward these goods through New York, where they could be shipped without storage or insurance charges being incurred. Meanwhile, the remainder of the goods to be shipped are being accumulated at Sydney, N. S., and St. John, N. B., and as soon as there is a sufficient quantity to warrant chartering a ship the remainder of the shipments will be made from these ports."

### Harbor Tunnel for Victoria, B.C.—

There has been some press discussion recently in regard to the building of a tunnel in connection with the railway and harbor development works in progress in Victoria, B.C. Apparently at the request of the Minister of Agriculture, a Public Works Department engineer has made some investigations in the matter, the result of which has, a press report states, been communicated to the Victoria Board of Trade. The plan accompanying the letter shows a tunnel under the inner harbor of 5,600 ft. long, and 2,310 ft. of open cut, necessary to link up the ocean docks with the Canadian National Rys. terminals, the estimated cost of which is \$2,000,000.

**Victoria Wharf Contract Suit**—Grant Smith and Co. and McDonnell Limited, have been given permission to enter suit against the Dominion Government for approximately \$300,000 for work done in connection with the building of two wharves. The contractors' claim for the excavation of 28,276 cubic yards of earth and 32,100 cubic yards of rock at contract prices. There is a dispute as to what percentage of the excavation was rock and what earth. Earth excavation was paid for at 52c a cubic yard, and rock excavation at \$9.10 a yard.

**The MacMillan River Exploration Co.** Ltd. has been incorporated under the Dominion Companies Act, with \$30,000 authorized capital, and office at Ottawa, to carry on a general exploration and development business, and to own and operate steam and other ships, wharves, docks, elevators and other navigation facilities, and to act as common carriers. The incorporators are,—A. Haydon, D. R. Kennedy, E. R. Jackson, I. H. Doherty, E. Valois, E. H. O'Malley and L. Brennan, all of Ottawa.

**Sorel Shipyard Superintendency.**—The Minister of Marine stated in the House of Commons, Mar. 11, in answer to questions by T. Gervais, M.P., for Berthier, Que., that no permanent appointment of a Superintendent of the Sorel, Que., shipyard had been made, to replace W. S. Jackson. Louis Lacouture is acting officer in charge, at a salary of \$2,100, plus bonus of \$228 a year. He has a practical knowledge of the English and French languages.

### Too Late for Classification.

The Polson Iron Works Shipbuilding Plant and other assets at Toronto are offered for judicial sale, tenders to be in by May 1.

Major-General Sir David Watson, proprietor of the *Quebec Chronicle*, is reported to have been appointed Chairman Quebec Harbor Commission, Vice Hon. D. O. L'Esperance, resigned owing to ill health.

A Vancouver, B.C., press dispatch states that negotiations between the Vancouver Harbor Board, on behalf of the Dominion Government, and the Great Northern Ry., for the purchase of water frontage on Burrard Inlet, for the site of a new government pier, have been completed.

**Roy M. Wolvin**, who has been elected President Dominion Steel Corporation, was born at St. Clair, Mich., Jan. 21, 1880. He was in the Western Transit Co.'s service at Duluth in 1896 and 1897. He then became General Manager, Great Lakes & St. Lawrence Transportation Co. and Standard Steamship Co., occupying those position till 1910. He next became President of the Standard Shipping Co., Winnipeg, the Duluth Shipping Co., and the Central Shipping Co., Chicago. He later became President Montreal Transportation Co., Montreal; Vice President and Managing Director Halifax Shipyards; Vice President Collingwood Shipbuilding; President Reid Towing & Wrecking Co., as well as occupying several other responsible positions. He has worked in close contact with J. W. Norcross, President Canada Steamship Lines. He was elected a director of the Dominion Steel Corporation in New York.

### Sales of British Government Ships—

The steamships *War Company* and *War Storm*, steel steamships built by J. Coughlan & Sons, Vancouver, B.C., and Wallace Shipyards, North Vancouver, B.C., respectively, for the British Government, under orders from the Imperial Munitions Board, are reported to have been sold to Italian interests. The s.s. *War Company* sailed from Vancouver some time ago from England, with a cargo of lumber, and reached Hull in 45 days, having met exceptionally bad weather, during which she is reported to have behaved remarkably well. The name of the s.s. *War Storm* has been changed to *Laura*. The wooden s.s. *War Haida*, built for the British Government by Cameron-Genoa Mills Shipyards, Ltd., Victoria, B.C., is also reported to have been sold to Italian interests, and to have been renamed *Rodosto*.

### 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.

**Whiting Foundry Equipment Co.** Harvey, Ill., has issued its crane catalogue 151, describing and illustrating electric, travelling, bucket, handling, gantry, transfer, hand, power, gib pillar and bracket cranes also bulletin 152, giving a list of users of the Whiting cupola.