

sailing vessels at Chester Basin. The officers are: A. H. Zwicker, Lunenburg, President; Wm. Duff, Vice President; H. Oxner, Secretary Treasurer; J. J. Kinley and E. F. Zwicker, directors. The company is stated to have orders on hand for two vessels, which are being built under the supervision of G. A. Gardner, of Liverpool, N.S.

The Pacific Shipbuilding Co. is reported to have been incorporated under the Dominion Companies Act and to be about to establish a yard opposite New Westminster, B.C., on the south side of the Fraser River. Capt. J. T. Robinson and J. C. Shields, of Kamloops, B.C., are among the promoters, and the former is reported to have stated in Vancouver, May 18, that they had been given contracts by the Imperial Munitions Board.

The Falmouth Shipbuilding & Transportation Co., Ltd., incorporated recently under the Nova Scotia Companies Act, is reported to have acquired a site at Falmouth, N.S., for a shipbuilding plant. The location is said to be at the junction of the river and the passenger bridge, adjacent to the Dominion Atlantite Ry. and the Hants Manufacturing Co.'s saw mill, where sufficient lumber has been accumulated for the construction of the first vessel, which will be commenced shortly and launched early in the autumn. The officers are: E. E. Armstrong, President; F. W. Dimock, J. L. Sexton, T. B. Aikins and T. A. Mosher, directors; A. P. Clark, Secretary-Treasurer.

Stranding of the s.s. Maskinonge.

An investigation was held at St. John, N.B., May 9, by Capt. L. A. Demers, Dominion Wreck Commissioner, assisted by Lieutenant-Commander A. J. Mulcahy, R.N.R., and Capt. Jas. Hayes, as nautical assessors, into the causes of the stranding of William Roberts & Co.'s s.s. Maskinonge, under charter to the Dominion Coal Co., in St. John harbor, Apr. 28. The evidence showed that on entering the harbor it was discovered that the berth the vessel was to occupy was taken, and therefore it was decided to anchor, which was apparently effectively done, but five minutes later the vessel dragged her anchors from a broad to an acute angle, and eventually grounded gently on a bank on the starboard side. The method of anchoring was adopted with the view of preventing sheering, but the master acknowledged that if the anchors had been placed at a more acute angle, they would have been more effective. The court found that under the conditions existing the master and pilot did the best they could. A mistake, or error of judgment, was made as to the angle at which the anchors were placed, but the error was not of a culpable nature, and therefore the court did not hold the master or pilot at fault nor censure them.

The Dominion Coal Co.'s Marine Superintendent eulogized the harbor and Government officials, who rendered all possible help in releasing the vessel, which was eventually refloated without any apparent injury.

Renaming German Vessels.—The two interned German commerce raiders taken over by the United States Government will bear the names of famous German generals who served under Washington in the Revolutionary War. The Kronprinz Wilhelm will be renamed the Baron von Steuben, and the Prince Eitel Frederick will be renamed the Baron de Kalb. Both vessels will be put into the U. S. service.

Grounding of the s.s. Lord Antrim.

Judgment was rendered at Sydney, N.S., May 10, in the matter of the grounding of the Irish Shipowners Co.'s s.s. Lord Antrim, May 3, while en route from Baltimore, Md., to Louisburg, N. S., by Capt. L. A. Demers, Dominion Wreck Commissioner, and concurred in by Capt. A. J. Morrison and J. D. MacKenzie, as nautical assessors.

It was found, after weighing the evidence, in which there was no contradiction, that it was the court's duty to accept the evidence given relating to weather, courses, distances of land from the vessel and the last bearing taken prior to grounding, and also as to the striking of an obstacle not visible to the crew, and considered by them to be a submerged obstacle, on account of orders issued owing to war conditions not allowing of verification of these details by the log book. The court, therefore, on this account, came to the conclusion that the vessel struck a submerged object, and exonerated the master and officers from blame. The court, however, commented on certain phases of the evidence, which could not be brought to light satisfactorily, as follows—the reduction of speed due to bad coal; that after leaving Cranberry Island, no allowance was made for possible leeway; that land was $7\frac{1}{2}$ miles distant, and that the master acknowledged having seen surf breaking. Without reflecting on the evidence, these points mentioned were not clear to the mind of the court.

The court pointed out that there is a tendency of the tide to throw vessels in toward land from Cranberry Island to Fourchu, especially during such conditions of wind and sea as existed at the time of this casualty.

The Malahat Motor Ship Co., Ltd., incorporated recently with \$100,000 capital and office at Vancouver, B.C., is a subsidiary of H. W. Brown and Co., Ltd., which is associated with Canada West Coast Navigation Co., of which H. W. Brown is General Manager. The company has a vessel under construction by Cameron-Genoa Shipbuilders Ltd., Victoria, of the same type as those being built for Canada West Coast Navigation Co., an illustration of which was given in our last issue. This vessel will be named Malahat and is expected to be ready for operation by September. It is understood that H. W. Brown & Co. Ltd. represent the western interests of those interested in Canada West Coast Navigation Co., and who are mainly associated with Canada Steamship Lines, Ltd. A second vessel is stated to be under construction for the same company, to be named Esquimalt, and these are to be registered at Victoria.

U. S. Water Supply Regulations on Great Lakes Vessels.—As mentioned in previous issues, the U. S. authorities have made certain regulations respecting water for drinking and culinary purposes on Great Lakes vessels, these being applicable to Canadian vessels calling at U. S. ports, as well as to U. S. vessels. The Dominion Marine Association took this question up with the Dominion Government, which has made an arrangement with the U. S. authorities for the suspension of the regulations so far as Canadian vessels are concerned, until 1918, on the understanding that the Dominion Government shall adopt similar regulations to the U. S., in which event certificates that Canadian vessels have complied with the Dominion law, will be accepted.

The Reid Wrecking Co. Changes Hands.

The Reid Wrecking Co., with plants at Sarnia, Ont., and Port Huron, Mich., including all vessels and properties, are in course of reorganization with a view to their transfer to Canadian interests. R. M. Wolvin, of Winnipeg, appears to be chiefly interested in the transfer, and press reports stated that the properties were being acquired in the interests of Canada Steamship Lines, Ltd., with which Mr. Wolvin is associated. This, however, is officially denied.

The Reid Wrecking Co. was incorporated under the Ontario Companies Act in 1903 by Jas. Reid, father of J. T. and W. H. Reid, the present Treasurer and Secretary respectively of the company. On his death in 1913 he owned 50% of the stock. The company does a large business and owns a considerable wrecking plant, including tugs and dredges and a dry dock at Port Huron, Mich., which cost about \$200,000. The stock has been chiefly held by the Reid family. D. Milne and F. F. Pardee are directors with nominal holdings.

The dry dock at Port Huron measures 375 ft. on blocks, 400 ft. over all, 75 ft. wide at bottom, 100 ft. at top, with 65 ft. at entrance and 16 ft. depth over sill. The vessels owned by the company include tugs James Reid, Sarnia City, S. M. Fischer; propellers J. M. Diver, John B. Ketchum 2nd, Inland, Manistique, Matao and Spokane; barge Magnetic, and schooners Belle Hanscom and John Kilderhouse.

The New York State Barge Canal.

This canal was opened for traffic between Oswego, N.Y., on Lake Ontario, and from Whitehall, on Lake Champlain, to Troy, on the Hudson River, May 15, and it is announced that the entire canal system will be ready for traffic by May, 1918. It is anticipated that the opening of the canal will do much toward the relieving of congestion in freight at western freight yards, and, to some extent, lower the cost of foodstuffs, owing to the cheaper transport. It is stated that the rate on wheat will at least be cut in half, as between Buffalo and New York, a similar effect being achieved on ore between Port Henry and New Jersey. Arrangements have already been made for the operation of a number of barge lines between Buffalo and Albany, making daily stops at the more important centres on the Erie Canal. Other lines will run on the Champlain Canal.

The Canal Board is pushing the completion of the work, and has suspended a contract in the western portion, owing to the contractor not making the progress expected. This contract has been taken over by the state. For this year, the canals will be used between Troy and Oswego, Troy and Lake Champlain, and the Erie Canal from Troy to New London, where the old channel will be used for short stretches to Rochester, and then on to Tonawanda, etc.

Purchase of Steamships by Dominion Government.—The Minister of Railways stated in the House of Commons recently that the prices paid for the steamships J. A. McKee and Thomas J. Drummond, which, as stated in Canadian Railway and Marine World for May, were bought under authority of order in council of April 17, to carry coal from Sydney, N.S., to St. Lawrence River ports, were \$500,000 and \$515,000 respectively.