

**Valetta-Sol Bakken Collision.**

Following is a summary of the judgment by Capt. L. A. Demers, Dominion Wreck Commissioner, concurred in by Commander E. Wyatt, R.N.R., and Capt. R. Jones, as nautical assessors, re the collision of the steamships Valetta and Sol Bakken, near Cape Dogs, in the River St. Lawrence, Oct. 4, 1916.—The court finds that both vessels were to blame, each having violated articles 21, 27 and 29. The evidence was very contradictory, and the court came to this decision on the fact that neither vessel, when collision was imminent, took the action provided for in the articles mentioned. The chief officer of the Sol Bakken was remiss in his duty in not complying with the rules of the road, but as he is a foreigner he cannot be dealt with. The master of the Sol Bakken is exonerated from blame. The pilot, Arthur Paquet, committed a grave breach of discipline in leaving his post, and owing to the fact that he has been, and is now, serving as an officer in the Canadian Army, his license will not be dealt with, but he is fined the maximum amount of \$400, and is to defray the expenses of his travels to Halifax and return to his home. The master of the Valetta is exonerated from blame. The second officer, D. Gilles, for leaving the bridge at a crucial moment and failing to comply with article 21 (note), is severely criticized and reprimanded. Owing to the conditions existing, and the presence of a pilot near him, his certificate will not be dealt with. The pilot, Ernest Bernier, knowing that his vessel was sheering, is found at fault for the casualty, and is fined \$300, and is to defray his own expenses.

**Collingwood Shipbuilding Co., Ltd.**

Some details of the change of ownership of this company were given in our last issue, when it was stated that a new company would be incorporated. This has now been done, the Collingwood Shipbuilding Co., Ltd., having been incorporated under the Dominion Companies Act, with capital stock of \$2,600,000, and office at Collingwood, Ont. It is authorized to build, sell, own, charter and operate steam and other vessels, wrecking outfits, wharves, docks, piers, dry docks, telegraph and telephone lines on its own lands, wireless telegraph outfits for its own use, steamship and railway terminals and other transportation and storage facilities; to carry into effect an agreement between H. B. Smith, J. W. Norcross and R. M. Wolvin, named the vendors, and W. S. Morlock as trustee, whereby the vendors, as promoters of the company agree to sell the undertaking known as Collingwood Shipbuilding Co., Ltd., incorporated under the Ontario Companies Act, by which they will make a profit in shares of the company.

The Lake Carriers' Association's annual meeting was held at Detroit, Mich., Jan. 18. The report states that 73 lives and 14 vessels were lost last year on the Great Lakes. The ore movements were 64,734,198 tons, against 49,070,478 for 1913, the previous highest year. The grain shipments for the year were 363,999,156 bush., a decrease of 22,166,896 bush. from 1915. The average rate per bush. during 1916 was 4½¢, compared with 2¼¢ for the year previous. Seventy-one vessels were sold, totalling 683,770 tons, and 59 vessels were reported as under construction for delivery during the current year. W. Livingstone was re-elected President and Chairman of the Executive Committee.

**Atlantic and Pacific Ocean Marine.**

The name of the s.s. Prospective, owned by the Dominion Public Works Department, and registered at Vancouver, B.C., has been changed to Point Hope.

The Cunard Steamship Co. is reported to have two steamships under construction in Great Britain, for service on the Pacific Ocean between Vancouver and the Orient.

Manchester Liners' s.s. Manchester Inventor, which left St. John, N.B., early in January, has been sunk by an enemy submarine. She was of 4,247 tons, and has been operated for some time between Manchester, Eng., and Montreal and St. John.

The Newfoundland schooner Harry Adams, from St. John's to the Mediterranean with fish, is reported to have been torpedoed by the enemy in the Bay of Biscay. The crew were placed in an open boat, and eventually landed at Ferrol, Spain.

The France & Canada Steamship Co. is reported to have chartered the s.s. Newton from the New England Coal & Coke Co., Boston, Mass., at approximately \$100,000 monthly. She will be operated on the company's route between North America and St. Nazaire, France.

The Osaka Shosen Kaisha, operating between Japan and Puget Sound ports and San Francisco, has announced that in future Victoria, B.C., will be the only Canadian port of call, instead of Victoria and Vancouver as hitherto. If sufficient inducement offers, and time permits, occasional calls may be made at Vancouver.

The International Mercantile Marine Co.'s earnings for December are reported as nearly \$5,000,000, or about \$500,000 more than the best previous estimate. The trend is still upward, and it is expected that later months may exceed the record monthly earnings of \$6,700,000 in 1916.

The France-Canada Steamship Co.'s s.s. Arrino, which left this side recently with cargo for St. Nazaire, France, is reported to have rammed a German submarine while it was engaged in laying mines outside of St. Nazaire harbor. The submarine was disabled in the ramming, and was subsequently destroyed by a French patrol boat.

The Portuguese s.s. Tras Os Montes has been chartered for Canada Steamship Lines' service between New York and Bermuda, and was placed in service on that route toward the end of January. She is the largest vessel ever run on these trips, and has four large observation decks, parlor rooms and all other up to date accommodation. Her dimensions are, length 462 ft., beam 57.6 ft., depth 36 ft.

The yacht Florence, owned by Sir John C. Eaton, Toronto, and latterly operated as a patrol and scout vessel by the Dominion Naval Service Department, is reported sold to the French Trading Co. of Martinique, for commercial purposes. She was built at Elizabeth, N.J., in 1903, and is screw driven by engine of 65 n.h.p. Her dimensions are, length 144 ft., breadth 22.6 ft., depth 9.6 ft.; tonnage, 237 gross, 123 register.

The Hamburg-American Line, which is to a large extent controlled by the German Government, announced, toward the end of December, that it was open to make arrangements for shipping freight from the U. S. to Hamburg, upon the resumption of peace, or such earlier time as

the obstacles to a resumption of traffic may be removed. The announcement is a little previous, as there appears to be no possibility of an immediate peace, and the obstacles to a general resumption of German shipping are still in existence.

The s.s. Thorjerd, which recently left Port Arthur, where she was built, for New York, to take up coasting service, arrived at her destination early in January, in a battered condition, due to heavy storms, after passing from the Gulf of St. Lawrence. She ran out of fuel, and it is stated that on her arrival the pilot house was the only woodwork left in her construction, everything else having been used for fuel. She eventually had to be towed into port.

A number of British and allied steamships, trading across the Atlantic Ocean, are reported to have been sunk or taken to neutral ports as prizes, by a German raider, or raiders, running loose in the Southern Atlantic. Details are naturally lacking, but amongst those mentioned, the most intimately concerned with Canada is the C.P.R. s.s. Mount Temple. She was built at Newcastle upon Tyne, Eng., in 1901, of steel, with twin screws, triple expansion engines, electric light, submarine signalling and wireless telegraph equipments, etc. Her dimension were, length 485 ft., breadth 59 ft., depth 30.4 ft.; registered tonnage, 8,790.

Regarding the reports about the Cunard Steamship Co.'s possible arrangements for the extension of its services on the Atlantic and Pacific Oceans, the following paragraph is taken from the Canadian Northern Ry. report for the year ended June 30, 1916: An agreement of great importance in the development of the system's freight and passenger traffic was made during the year with the Cunard Steamship Co. Under its terms the Cunard Co. has taken over the Atlantic steamships controlled by the C.N.R. and a close working alliance is in effect between the two companies, the various Canadian services of the Cunard Line and the C.N.R. having become, in effect, a single transportation unit between Europe and Canada. Steamship services on the Pacific Ocean are also in contemplation."

**Port Maitland Harbor.**—The Public Works Department has dredged a channel 328 ft. wide, from deep water in Lake Erie to the entrance between the breakwater piers at Port Maitland, the west edge of the channel being in line with the west breakwater pier. From the inner entrance to the piers, a 300 ft. channel has also been dredged upstream to the car ferry slip, opposite which a turning basin has been dredged 650 ft. wide. From this point the existing channel of Grand River has been deepened and widened, near the east shore, to an average width of 100 ft., for 2,200 ft. All the dredging has been done to a depth of 21 ft. below the datum line, or deeper, the datum line being 571.8 ft. above mean sea level.

**Lake and Rail Rates Cancellation Forbidden.**—The Interstate Commerce Commission has decided at Washington, D.C., that the proposed cancellation of joint rail, lake and rail class and commodity rates from points in the east to points south and west of the Great Lakes, now maintained by various railways, in connection with two steamship lines operating on the lakes, the Cleveland & Buffalo Transit Co. and the Detroit & Cleveland Navigation Co., is not justified.