

Marine Casualties During 1918.

The report of L. A. Demers, Dominion Wreck Commissioner for the calendar year 1918, which was not printed and distributed until Dec., 1919, states that during the year 31 formal investigations and one departmental investigation were held.

During 1918 there were 226 casualties reported to the Marine Department, the tonnage of the same being 312,928, and the stated damage \$1,818,895, while 402 lives were lost.

Of the casualties 180 were to coasting and sea going ships, the tonnage being 280,528, the stated damage \$1,713,795, and 402 lives were lost; 46 of the casualties were to inland ships, the tonnage being 32,400, and the stated damage \$105,100.

In 129 cases of casualties to coasting and sea going ships, and 24 cases of casualties to inland ships, the amount of damage is not stated; 70 of the casualties to coasting and sea going ships, made up of 27 steam and 43 sailing ships, resulted in total losses, and of this number 60 were Canadian, 2 British and 8 foreign ships.

Seven of the casualties to inland ships resulted in total losses; all were Canadian vessels.

The casualties were as follows:

Coasting and Sea Going Vessels.	
Collisions	30
Foundering	28
Missing vessels	3
Miscellaneous accidents: fire, loss of sails, etc.	20
Strandings	79
Vessels sunk by submarines	20
Inland Vessels.	
Collisions	17
Foundering	4
Miscellaneous accidents	8
Strandings	17

Nova Scotia Workmen's Compensation Act Made Applicable to Seamen.

An amendment of sec. 8 of the Nova Scotia Workmen's Compensation Act comes into force Jan. 1, and provides as follows:—Owners and employers of vessels registered in Nova Scotia, or operated by an employer residing or having a place of business in Nova Scotia, shall be liable to any member of the crew who is injured by an accident arising out of and in the course of his employment.

The amount payable to an injured workman shall be an amount equal to the compensation that would be payable under the Workmen's Compensation Act if the industry were within the scope of part 1 of the act.

The employer may escape such personal liability by having the operations of the vessel brought under part 1 of that act. To do so an application to the

Workmen's Compensation Board, and the payment of an assessment based upon the amount of the payroll, are necessary.

The amendment applies only to vessels operating between places in Nova Scotia and places in New Brunswick, or Prince Edward Island, or Newfoundland, or to vessels making fishing trips or voyages from ports or places in Nova Scotia.

Courtenay Bay Development, St. John, N.B.

The St. John Dry Dock and Shipbuilding Co. made very satisfactory progress during 1919 on its two contracts for harbor works and dry dock respectively. The work consisted principally of rock excavation for the drydock and it is expected that this work will be finished by the middle of February. The excavation is being done by the ordinary methods of drilling and blasting and removal by steam shovels. The rock is loaded into 6 yd. dump cars and hauled by locomotives to the breakwater, where it is dumped over a trestle.

The 2,500 ft. breakwater extension is nearly completed, with the exception of laying the conerstone. A cofferdam is being built to unwater an area sufficiently large to excavate about 140,000 yd. of rock in the immediate entrance channel to the breakwater. This cofferdam will enclose an area of about 650 x 400 ft. The channel inside the cofferdam will be 250 ft. wide and about 500 ft. long. The excavation grade for this channel will be 32 ft. below low water which, with the 28 ft. tide, will make the extreme depth of 60 ft. at highest water.

The whole work is of very considerable magnitude and will undoubtedly prove of very great interest to engineers generally. In consideration of the extreme lead of water and the length of the cofferdam, it is probably one of the largest ever undertaken.

Among the Express Companies.

The Canadian National Ex. Co. has opened an office at Birch River, Man., and has closed its office at Ragged Rapids, Ont.

The Dominion Ex. Co. has been relieved by the Board of Railway Commissioners, from providing a cartage service at Courtright, Ont.

The Canadian National Ex. Co. has opened an office at Entrance, Alta., and has closed its offices at Perthuis, Que., Burwash, Ont., and Ardill, Sask.

New regulations respecting the packing express shipments, went into effect during the early days of December. Under these regulations, shipments over 25

lbs. in weight must be forwarded in wooden containers or cartons bearing the box makers' certificate as to the strength and size required by the express company.

The Canadian Ex. Co. was fined \$202 at Ottawa, Dec. 17, for transporting a quantity of intoxicating liquor from Montreal to Ottawa in contravention of an order in council, passed Feb. 24. On the application by counsel for the defence, a stated case was granted for the Court of Appeal. A quantity of wine was shipped from Montreal to the Ottawa Country Club, which is also in Quebec, and in the course of transit, it crossed the boundary between Quebec and Ontario.

Telegraph, Telephone and Cable Matters.

The American Railroad Association's Telegraph and Telephone Division held its annual meetings at Chicago, Dec. 3 to 5, 1919.

G. D. Perry, General Manager, Great North Western Telegraph Co. and Mrs. Perry, returned to Toronto early in December, from a trip to the Pacific coast.

The Great North Western Telegraph Co. has opened offices at Kabina, Mattice and Ragged Rapids, and has closed its offices at Barsing, Glenorchy and Watcomb, all in Ontario.

The Marconi Wireless Telegraph Co. of Canada Ltd., has bought the office building occupied by the Montreal Stock Exchange, where it is opening a school for training wireless operators. The price paid was \$17 a sq. ft.

The Marconi Wireless Telegraph Co. of Canada, will, it is reported, build a large wireless telegraph station near Vancouver, B.C., at an approximate cost of \$2,000,000, to handle commercial business between Canada and the Orient, and a similar station will, of course, be built on the other side of the Pacific, most likely in Japan.

Transportation Associations, Clubs, Etc.

The names of persons given below are those of the secretaries unless otherwise stated:

- American Association of Port Authorities. M. P. Fennell, Jr., 57 Common St., Montreal.
- Belleville Railway Men's Educational Club. Meets each Tuesday, 7.30 p.m. F. A. Pinkston, Belleville, Ont.
- Canadian Car Service Bureau—W. J. Collins, Manager, 401 St. Nicholas Building, Montreal.
- Canadian Electric Railway Association—Acton Burrows, 70 Bond Street, Toronto.
- Canadian Freight Association (Eastern lines)—G. C. Ransom, 909 Shaughnessy Building, Montreal.
- Canadian Freight Association (Western lines)—W. E. Campbell, 805 Boyd Block, Winnipeg.

For Sale and Classified Advertising

Under this heading Canadian Railway and Marine World will place advertisements for Positions Wanted, positions Vacant, Equipment for Sale, Tenders Wanted, Dividend, Annual Meetings, Legal Notices, etc.

ADVERTISING RATES.

Rates for advertisements set in uniform style in six point under
 Positions Wanted and Positions Vacant, 3c per word.
 Equipment for Sale advertisements, 4c per word.
 Allow five words where replies are to be sent to a box number. Minimum order—\$1.
 Rates under other headings and for display advertisements on application.