

local rules, the Rule of the Road prevails, and the master showed a lack of interest when he stated that he was unaware of any changes being made in the rules last February. The court maintains that it is every master's and officer's duty to be conversant with any alterations in laws governing shipping, and especially with rules of the road. Therefore the master failed, and wilfully, in observing the elementary rules which tend to safety, by maintaining his course, violating article 30, and keeping the same speed until the collision occurred. Articles 35, 37, and 38 were also flagrantly violated. For the reasons above given, it is abundantly proved that Capt. Alex. Brown lacks the judgment which is expected from the master of a vessel, and by his actions he has proved himself incompetent as a master, therefore the court cancels his master's certificate, No. 1940, but recommends that a certificate as mate of a freight steamship be granted to him.

The court calls the attention of the Marine Department to the evidence of the mate of the s.s. Primrose, who instead of keeping a lookout, was engaging in conversation with passengers somewhere away from the bow, and who stated that he held a permit to navigate for this year, given him by a member of Parliament in the form of a letter, and that years ago he held a tug master's certificate, but lost it and never applied for a renewal. It also pointed out that there appears to have been a flagrant violation of sec. 97 of the Canada Shipping Act, on the part of the Toronto Ferry Co., in the s.s. Primrose not having a properly certificated mate, as she is licensed to carry 900 passengers.

Mainly About Marine People.

J. W. Norcross, Vice President and Managing Director, Canada Steamship Lines, Ltd., left Montreal, Oct. 21, for England, expecting to return towards the end of December.

Robert Fraser, Marine Superintendent, Montreal Transportation Co., Kingston, Ont., is reported to have resigned his position and to have gone to California, where he will reside in future.

J. W. Greiner, whose appointment as Mechanical Superintendent, Canada Steamship Lines, Ltd., was announced in our last issue, was formerly Fleet Engineer, Canada Atlantic Transit Co.

A. Rutledge, heretofore General Superintendent, Dining and Parlor Cars and News Service, Eastern Lines, C.P.R., Montreal, has been appointed Purchasing Agent, Canadian Pacific Ocean Services, Ltd., Vancouver, B.C.

Major W. G. Hagarty, B. Battery, Royal Canadian Horse Artillery, C.E.F., son of J. H. G. Hagarty, of the St. Lawrence and Chicago Steam Navigation Co., has been awarded the D.S.O. for conspicuous bravery at the front.

H. A. Sanderson, heretofore President, and **P. A. S. Franklin**, heretofore Vice President, International Mercantile Marine Co., have been elected Chairman of the Board, and President, respectively, for the current year.

Sir William B. Bowring, head of the firm of Ct. T. Bowring & Co., London, Liverpool and New York, died at Liverpool, Eng., Oct. 22. He was born at St. John's, Nfld., in 1837, and was a director of Bowring Bros., Ltd., shipowners and importers, St. John's.

Capt. James Ewart, who died at Toronto, Oct. 5, aged 68, was associated with the lakes marine since boyhood, and for some years was senior captain of the St. Lawrence & Chicago Steam Navigation Co., but retired from active service about seven years ago. His last command was the s.s. E. B. Osler, previous to which he was master of the s.s. W. D. Matthews.

Capt. William English, who died at Victoria, B.C., recently, following an operation, was a native of North Sydney, N.S., and had been connected with seafaring from an early age. He went to the Pacific Coast in 1888, in a sealing schooner, by way of Cape Horn, and engaged in sealing there for a number of years. He subsequently served the Dominion Government on the fishery cruiser Galiano, the dredge tender Princess, the lighthouse tender Quadra, and was from 1910 to 1912 in Grand Trunk Pacific Coast Steamship Co.'s service on the s.s. Prince Rupert, and the tug Escort No. 2. On the outbreak of war, he returned to Government service and was second officer on the s.s. Galiano.

Norman A. Rule, whose appointment as Treasurer, Standard Shipping Co., Winnipeg, was announced in our last issue, was born at Collingwood, Ont., Apr. 3, 1877, and entered transportation service Mar. 1, 1892, since when he has been, to Apr., 1896, office boy, Great Northern Transit Co., Collingwood, Ont.; May, 1896, to May, 1904, purser Northern Navigation Co.; May, 1904, to May, 1912, Chief Accountant, same company, Collingwood; May, 1912, to May, 1914, Superintendent, Georgian Bay Division, same company; May, 1914, to Apr., 1915, Travelling Freight Auditor, Canada Steamship Lines, Ltd., Montreal; Apr., 1915, to Sept., 1916, Assistant to Operating Manager, same company, Toronto.

Rumored Increases of Shipbuilding Plants for Canada.—A press dispatch dated London, Eng., Sept. 29, stated that Vickers, Ltd., contemplated considerable expansion in Canada, and there was linked with the name of that firm, that of Yarrows, Ltd., of Glasgow, which already has a plant at Esquimalt, B.C. The dispatch also named Sir W. G. Armstrong, Whitworth and Co., Cammel, Laird and Co., and John Brown and Co., as being on the point of laying plans for shipbuilding in Canada. Several years ago, when the question was under discussion as to whether the Dominion Government should or should not start the building of naval vessels in Canada, the firms named above, in addition to at least one other firm, considered the question of opening plants in the Dominion, but when it was decided that the Government would not build the vessels, nothing more was heard of the other proposals until the establishment of a Vickers plant at Montreal, by Canadian Vickers, Ltd. Since then, these rumors have arisen at stated periods, the same names being mentioned and in the same terms, so that one might almost think that the item was kept on hand in various newspaper offices for use when required. N. Yarrow, Manager, Yarrows, Ltd., Esquimalt, stated recently that he knew nothing of such reports, and so far as he knew any development contemplated by Yarrows, Ltd., would be independent of other concerns, and in his opinion it was highly improbable that any great expansion of the nature indicated would be inaugurated during the course of the war.

Canada Steamship Lines Notes.

The company is preparing a roll of honor containing the names of employes who have enlisted for active military service.

It is stated that the earnings of the s.s. J. H. G. Hagarty, for this season, will more than equal her construction cost. Up to the commencement of October she had carried down 14 cargoes of grain, and had also carried 12 cargoes of coal between Lake Erie ports and Fort William.

A statement issued from the company's office in London, England, announced toward the end of September, that for the first time since the outbreak of war, passenger traffic had become normal, and that business in the passenger department, for the period to the end of August, showed a net increase of \$175,000 over the corresponding period of 1915, and that there was a great increased demand for freight.

The s.s. W. C. Moreland, which has been rebuilt at Superior, Wis., was renamed Sir Trevor Dawson, Oct. 18, by Mrs. J. W. Norcross, wife of the company's Vice President and Managing Director. The Sir Trevor Dawson is now one of the largest vessels on the Great Lakes. Her dimensions are, length 598½ ft., breadth 58 ft., depth 32 ft.; tonnage 7,215 gross, 5,505 register.

A claim against the company under the Ontario Workmen's Compensation Act, by the parents of a seaman who was washed overboard from the s.s. C. A. Jaques, when on a voyage from Sydney, N.S., to Manchester, Eng., has failed. On behalf of the claimants, it was urged that there was an absence of lifebuoys and life lines on deck, but it was held that there was no evidence that had there been lifebuoys on deck anyone could or would have thrown one or more overboard, or if it had been done, that it would have been any kind of help, also that it was hardly possible that there was not plenty of rope on board, and if there were not life lines, it was the fault of the master and crew and not of the company.

The company's operations on the Atlantic Ocean for the past year form interesting reading. Twenty-two of its vessels were engaged in trading to and from different points on the ocean, and of that number, five have been lost, three of them being directly due to enemy's attacks, and the other two losses being presumed as perils of the sea. These were the Don-nacona, Dunelm, Empress of Fort William, Empress of Midland, and Midland Queen. The s.s. Wahcondah, after completing her charter trip to Great Britain, was, after running a special trip on the company's account, sold to British parties. Several of the vessels will be engaged with the Quebec Steamship Co., one of the company's subsidiaries, during the winter, on the West Indies route.

Manchester Liners, Ltd., reports a profit of £181,389 for the year ended June 30, after providing for debenture interest, preference share dividend, directors' fees, depreciation, reserve for excess profits duty and income tax. From this amount £100,000 has been placed to reserve, bringing that account up to £170,000, and a dividend of 10%, together with a bonus of 15%, has been paid on the ordinary shares. Of the balance, £5,565 has been transferred to first debenture reserve fund, and £20,176 carried forward to the current year's accounts.