

rapidly, and it is the policy of the council to provide transportation facilities as long as the expansion continues. It was reported that the city was losing \$200 a day on the railway. As a matter of fact the deficit in July was \$1,423.91. (Aug., pg. 395.)

St. John Suburban Ry.—Surveys have been made for a line from St. John to Loch Lomond, 14 miles, and for a portion of the line from St. John to Rothesay. It is proposed in addition to run a line from St. John to Westfield and Millidgeville, N.B. (June, pg. 287.)

Stratford Ry.—C. T. McAllister, Toronto, and A. E. Beer, Montreal, have been in Stratford negotiating with the directors of the company and the city council respecting the building of an electric railway. In the conference it was stated that the interests represented desired to build an electric railway from London to Grand Bend, via Parkhill, and one from Stratford to Grand Bend, via Exeter, and had also under consideration the possibility of building a line from Stratford to Wellesley and Linwood. In connection with these plans it was proposed to acquire the charter of the Stratford Ry., which has been abandoned by the Mackenzie Mann & Co. interests. It was stated that those interested in the matter have acquired a charter covering the lines to Grand Bend, at which point a site of 100 acres has been acquired for park purposes. A committee was appointed to negotiate with the promoters as to any projected line in Stratford.

C. T. McAllister was in Stratford Aug. 7, in connection with the proposed railway. He said it was a little early to say anything about the suggested line north. The lines from London to Grand Bend, and Stratford to Grand Bend were absolutely assured. Arrangements had been made for the purchase of the necessary right of way. The London-Grand Bend line, for which the company had acquired a charter would be built first. Application would be made to the Ontario Legislature next session for a charter for the Stratford-Grand Bend line. Local reports state that the promoters of the new line are negotiating for the purchase of the charter rights, right of way, etc., of the People's Ry., between Stratford and Guelph. Some little grading was done between these points about three years ago. (Aug., pg. 395.)

Toronto Suburban Ry.—The construction of this railway is being held up near Islington owing to some difficulties as to street crossings, to which the Etobicoke Township Council object. A compromise is being arranged. Grading is practically completed for the greater part of the distance into Guelph, and considerable material for tracklaying has been delivered on the right of way from Cooksville westerly, but at the time of writing no track had been laid. (Aug., pg. 395.)

The Vancouver Hydro-Electric and Tramway Co., which was incorporated under the British Columbia General Act respecting electric railways, Nov. 12, 1912, is reported as proposing to construct an electric railway between Ladysmith and Nanoose Bay, with branches and extensions. The two points named are 50 miles apart, and it is said that the necessary surveys have been made, and that the Minister of Railways for the Province has approved of the route. Application is said to have been recently made to use a trackless system of electric motor trams, but no decision has been given. M. Yates, Victoria, B.C., is the principal promoter. (July, pg. 345.)

Winnipeg Electric Ry.—The extension of the Park line along the Pembina highway has been practically completed as far as the new University buildings, three miles, and is to be extended still further to St. Norbert. (Aug., pg. 395.)

Telegraph, Telephone and Cable Matters.

The Canadian Northern Telegraph Co. has opened offices at Moose Jaw and Beadle, Sask.

W. J. Camp, Assistant Manager, C.P.R. Telegraph, Montreal, is on a tour of inspection over the system in the west.

An agreement between the British Government and the Marconi Wireless Telegraph Co., for the erection of a number of wireless telegraph stations on British territory throughout the world, has been ratified by the British Parliament.

The Colonial Secretary announced recently in the British House of Commons, that by a new subsidy arrangement, the rates by the West Indies cable had been reduced by about 50%. An additional subsidy is now being paid, of £16,000 a year, divided between the British and Canadian Governments.

The Western Union Telegraph Co.'s cable to Bay Roberts, Nfld., has been laid, and the building of the company's new offices at that point is proceeding rapidly. The laying of the Colinet cable is also proceeding. It will be laid in a specially dug trench, and through intersecting lakes to Shearstown, about 25 miles.

A. B. Smith, Manager, G. T. Pacific Telegraph Co., who returned to Winnipeg recently, after an inspection trip over the western lines, stated that telegraphic service would shortly be extended to McBride, B.C., and that commercial service to Moose Jaw, Calgary and other important points would also soon be available.

The C.P.R. Telegraph Department at Toronto has moved into the new C.P.R. building, King and Yonge Sts., from its old offices in the Board of Trade Bldg. The operating room in the new building was completely equipped with the most modern appliances, so that in the moving of the operators no delay whatever occurred in the telegraph service.

J. T. Phelan, Superintendent of Telegraphs in Northern British Columbia and Yukon for the Dominion Government, on his return to Vancouver from the north recently, stated that the Government is building a composite telegraph and telephone line from Queen Charlotte to Masset and Tohill, and connecting Queens-town, about 85 miles. The whole of the line is land wire, except a short stretch of cable at Alford Bay.

The Great North Western Telegraph Co. has completed the installation of a motor generator plant at the Michigan Central Rd. station offices at St. Thomas, Ont., replacing the gravity battery with which the work has been done in the past. The plant consists of five motor generator sets, supplied by the Canadian General Electric Co., each motor of 110 volts, three phase, 25 cycle, and the generators of three units of 240 volts d.c., compound wound and two units 25 volts d.c., compound wound. The telegraph office is also equipped with two sets of Athearn standard quadruplex, two bridge duplex and single line repeaters. The plant is under the supervision of C. E. Davies, the company's Supervisor of Equipment, and the M.C.R. interests are looked after by J. J. Ross,

Superintendent of Telegraphs, and C. O. Vandervoort, Telephone Engineer.

Grounding of the s.s. Lake Manitoba.

Following is a judgment of the Dominion Wreck Commissioner, Commander H. St. G. Lindsay, concurred in by Capt. F. Nash and John Mitchell, as nautical assessors, in the grounding of the C. P. R. s. s. Lake Manitoba, on the Isle of Orleans, July 28:

The s.s. Lake Manitoba, belonging to the C.P.R. and engaged in regular trade between Canada and Liverpool, Eng., appears to well found and equipped in every respect, and was navigated in a proper and seamanlike manner up to July 28, when she left Father Point, after having taken on the company's regular pilot, A. Lachance, and proceeded towards Quebec. From this time up to the stranding she was navigated by courses, given under the direction of the pilot, from point to point, and a mean of these courses entered in the ship's log. According to the evidence, St. Jean light was passed abeam on July 29, at a little less than $\frac{3}{4}$ mile, and a course was then set to pass to the southward of St. Laurent light, which was in sight. Shortly after passing St. Jean, the St. Laurent light became obscured by fog, and orders were then given to put the engine room telegraph at stand by, and immediately after, to half speed. The master being off the bridge, he was at once notified by the junior officer on watch as to the change in weather conditions, and arrived on the bridge just as the return signal for half speed was made from the engine room. It appears that at this time the pilot who was on top of the wheel house, beside the standard compass, saw a bright light about a point on the port bow, and for some unknown reason gave orders to the man at the wheel to port, and a second order to port more was afterwards given, which orders were carried out and the helm put about three parts over, the vessel's head swinging to the northward. The master on coming up to where the pilot was, noticed that the vessel was off her course, by the position of the land, and on asking the pilot the reason for this, was informed that he had ported for a steamer. The man at the wheel was immediately ordered to starboard, but before this order was effective the vessel took ground. She came off stern first under her own steam shortly after, and it was found on docking the vessel at Montreal, that she was very badly damaged.

The court unanimously unites in its opinion that the cause of the casualty was entirely due to the negligence of Adjutor Lachance, the pilot, inasmuch as he totally disregarded the rule of the road in porting for a bright light on his port bow, and also in not being aware of the exact position of his vessel with regard to the land. Moreover circumstances ultimately proved that there was not sufficient room for the execution of this manoeuvre. It is also of the opinion that had the pilot on seeing the bright light, at once stopped the engines and reversed, if necessary, the casualty would have been avoided. The court therefore suspends his license until the completion of the present season of navigation.

The pilot, A. Lachance, is President of the Corporation of Pilots of Quebec, and was one of the commissioners appointed by the Dominion Government, in the recent enquiry into pilotage matters on the St. Lawrence.