

Reported Appeal of Quadra-Charmer Collision Decision.

Subsequent to the judgment on the causes of the collision between the Dominion Government s.s. Quadra and the C.P.R. s.s. Charmer at the entrance to Nanaimo Harbor, B.C., Feb. 26, it was stated that Capt. LeBlanc, master of the s.s. Quadra, had decided to appeal against the decision on the ground that it was opposed to the trend of the evidence. One of the nautical assessors dissented from the judgment rendered. We were officially advised early in May, that the Department of Marine at Ottawa had received no intimation of an appeal, and we were also officially advised that the Wreck Commissioner of British Columbia had not heard anything about an appeal and did not think there would be one.

In writing to the *Victoria Times*, May 10, regarding the report of an appeal, Capt. J. D. Macpherson, Wreck Commissioner for British Columbia, stated that Capt. LeBlanc, master of the s.s. Quadra, never appealed, never intended to do so, and had nothing to appeal about.

Interviewed by a representative of that paper, the solicitors representing Capt. LeBlanc, are reported to have said that immediately the judgment was made public, they asked the Marine Department at Ottawa for a rehearing before a disinterested and independent tribunal. They also claimed that the finding was not delivered in a legal manner, as it should have been made in open court.

The court dealing with the case consisted of the Wreck Commissioner for British Columbia, Capt. J. D. Macpherson, assisted by Capt. Ridley and Gardner as nautical assessors. The judgment delivered by the Commissioner was concurred in by one of the assessors, the other dissenting. It is being claimed on behalf of Capt. LeBlanc, that the judgment was not legally delivered, as it was not given in open court, and a section of the Canada Shipping Act is quoted, which has no bearing on the present case, as neither the suspension nor the cancellation of the master's certificate was in question, and under the circumstances the delivery of judgment in open court does not appear to be a legal necessity. The Act provides that the Minister of Marine may order a rehearing, "if new and important evidence which could not be produced at the investigation has been discovered, or if for any other reason there has been in his opinion ground for suspecting that a miscarriage of justice has occurred."

In arriving at a decision on such a matter, the Minister would be guided by the evidence submitted, the report of the Commissioner and assessors, and if one of the assessors dissented, his reasons for so doing would be considered with the evidence. In the present case, there seems to be no indication of new and important evidence for a proposed rehearing, and the reasons for Capt. Gardner's dissent chiefly refer to a possible contributory negligence on the part of the s.s. Charmer, while they confirm the wrongdoing of the s.s. Quadra in giving certain signals, which he admits are not international signals, but are the outcome of custom and long usage and recognized by local masters.

Dredging is proceeding in the Lake St. Clair channel, by the U. S. Government, and a loading draught of 19 ft. 5 ins. has been recommended for this year. This is an increase of 5 ins. since the reopening of navigation.

Aid for Shipbuilding in British Columbia.

The British Columbia Legislature is considering a bill to aid the development of the shipbuilding and shipping industries in the province. Two schemes are embodied, one providing for assistance in the building of wooden ships, and the other a bonusing of cargoes taken from B.C. ports for ten years after the conclusion of the war. A commission of three is to be appointed for the administration of the act, one of whom is to be the Minister of Finance, who will be unpaid, the other two being salaried. The scheme for providing financial assistance for shipbuilding covers advances to the extent of 55% of the value of the plant and of whatever ships may be built, and will be for a period to be determined by the commissioners, who will exercise considerable control over the construction and subsequent operations of vessels so built, which will remain under the commissioners' control in the same manner until the loans are repaid in full. The second form of assistance is designed to keep the vessels under the commissioners' control returning to British Columbia, to ensure an outlet for B.C. products. It is proposed to grant a bonus of \$5 a ton for ten years on all cargoes, based on the dead weight, taken from B.C. ports. The administration of the act, when it becomes effective, will be almost solely under the Government control, as practically every act of the commissioners is subject to an order in council.

Trade and Supply Notes.

The matter which appears under this heading is compiled, in most cases, from information supplied by the manufacturers of, or dealers in, the articles referred to, and in publishing the same we accept no responsibility. At the same time we wish our readers distinctly to understand that we are not paid for the publication of any of this matter, and that we will not consider any proposition to insert reading matter in our columns for pay or its equivalent. Advertising contracts will not be taken with any condition that accepting them will oblige us to publish reading notices. In other words, our reading columns are not for sale, either to advertisers or others.

Canuck Supply Co., Ltd., railway material and supplies, Montreal, has removed from 404 St. James St. to spacious new offices at 418 St. James St.

The Brown Hoisting Machinery Co., Cleveland, Ohio, announces the appointment of its Vice President, Alex. C. Brown, as General Manager, succeeding R. B. Sheridan, who has resigned to accept another position.

Telegraph, Telephone and Cable Matters.

The Dominion Government Telegraph Lines are valued at \$2,411,550, showing a general average of \$244 a pole mile for the whole system.

The Grand Trunk Pacific Telegraph Co. estimates the average cost per mile of telegraph lines on the Lake Superior Division at \$291.22, with two wires to each pole, and on the Prairie Division at \$343 a mile, with four wires to a pole. On its Mountain Division, with two wires to a pole, the average cost per mile was \$606.93. For branch line construction, with an average of 1.12 wires to a pole, the average cost per mile was \$189.27.

The Canadian Northern Telegraph Co., which is now in working agreement with the Great North Western Telegraph Co., in giving figures to the Board of Railway

Commissioners recently, stated that at June 30, 1911, it had 4,440 miles of pole line estimated to be worth \$1,021,200, and 13,550 miles of telegraph wire worth \$273,500, making a total for pole lines and wires of \$1,294,700, which averages \$291 a mile.

The Great North Western Telegraph Co. has opened offices at St. Jean l'Évangéliste, Que.; Beaumaris, Cardinal Canal, Gogoma, Hagersville and Kashbaw, Ont.; Eriksdale, Man.; Errington, Jasper, Lavo, Stanmore and Tollerton, Alta.; Ashcroft, Blue River, Boston Bat, Chilliwack, Hope, Kamloops Jct., Langley, Lucerne, Lytton, Matsqui, Port Mann, Rosedale and Spences Bridge, B.C. Its offices at Marmora, Ruel and Stackpool, Ont., have been closed.

The C.P.R. telegraph plant was valued recently at \$6,696,421.40, made up as follows: pole line and equipment, \$3,897,238.39; wires, \$2,190,968.37; cables, \$275,044.11; call box system, Toronto, Montreal, etc., 4,865 boxes at \$7, \$34,055; 105 linemen's equipment at \$138.25, \$14,378; 37 gangs' equipments at \$646.49, \$23,920.13; instruments, \$119,149.40; batteries and dynamos, \$50,559; furniture, \$41,109; material in stock, \$50,000. The gross operating revenue of the C.P.R. telegraphs for the financial year ended June 30, 1915, was \$2,504,241.50, and the net operating revenue, \$1,121,734.34, against \$2,991,273.06 and \$1,377,585.42 respectively for the year ended June 30, 1914. The cost of the company's telegraph system is \$6,696,421. The number of messages sent was 3,842,779, received 3,596,07, for the year ended June 30, 1915, against 4,038,505 sent, and 3,694,784 received for the previous year. The company's telegraph system has been constructed, and is being operated, as a part of the railway, although a general commercial telegraph business is conducted.

Among the Express Companies.

C. H. S. Hammond has been appointed agent, Dominion Ex. Co., Weyburn, Sask., vice J. L. Weir, transferred.

B. P. Tretwell has been appointed cashier, Dominion Ex. Co., Windsor, Ont., vice E. Anderson, transferred.

L. I. Watts has been appointed agent, Canadian Northern Ex. Co., Moose Jaw, Sask., vice A. G. Douglas, transferred.

E. Anderson, heretofore cashier, Dominion Ex. Co., Windsor, Ont., has been appointed cashier at Peterborough, Ont.

F. S. Cox, a former employe of the Canadian Northern Ex. Co. at Saskatoon, Sask., has been awarded the distinguished conduct medal for services to the wounded at the front.

The Dominion Ex. Co. has placed its service on the Canadian Government Railways branch from Dartmouth to Upper Musquodoboit, N.S., 69 miles, and has opened offices at Musquodoboit Harbor and Middle and Upper Musquodoboit.

The Board of Railway Commissioners passed order 24976, May 15, requiring the Canadian Express Co. to provide an improved service for freight from the Niagara Peninsula. It is given in full under "Traffic Orders by Board of Railway Commissioners," on an earlier page of this issue.

The Marine and Fisheries Committee reported to the House of Commons, May 4, on the matter of the prices at which fish was sold at various points inland, and made certain recommendations for the widening of the market. Among these, were: the improvement of express