

ney to procure a proper chart of the St. Lawrence River. Even admitting the U.S. chart which he had to be a good and acknowledged chart, it was plainly marked on it that there is a buoy at the end of Matane wharf and a bell buoy outside. The weather was hazy, but the master said he could see some distance ahead, and if proper attention had been paid and a good lookout kept, which was necessary under the circumstances, he would have been able to distinguish between a bell buoy and an ordinary can buoy, which is placed at the end of the wharf for the guidance of local craft going in and out of that place. Notwithstanding the fact that he grounded his vessel there, and he saw some influences were driving her in towards the shore, he followed the same procedure after floating his ship, and passed inside of Cock Point buoy, a place where even our smallest coasting vessels do not like to navigate. In my judgment in this case I did not make any reference to the second occurrence, but had his ship come to grief inside of Cock Point buoy and the land I would have dealt with his certificate. It will all go to show that the navigation of this vessel was not carried on according to the proper rules, or with the necessary prudence which is required in the St. Lawrence. Further, the evidence of the mate of this vessel, who holds an extra master's certificate, shows that he stated that had he been master he would have sailed his vessel farther away from the land, and also that he noticed there was an influence drawing them in towards the shore. If anyone navigating a vessel cares to take the trouble to enquire and to read the sailing directions, he will find that there is a current running there which throws objects from the north shore to the south. In view of the above facts I think that the judgment, which was purely and simply a reprimand, cannot be considered as anything but lenient under the circumstances, and all the criticism which has been made as unfounded. It had been repeated to me that the master, Kelly, after receiving the reprimand, stated that he was agreeably surprised to have such a light penalty inflicted upon him. With respect to the charts, I may say I have only to refer to the report from the Transport Officer at Sydney, Capt. Pascoe, who states that no application for charts was made to him by Capt. Kelley, and that he has copies on hand which he has heretofore furnished to transports."

This letter was duly published in the paper mentioned, and the following day a letter was published in the same paper, from Thos. Scott, Secretary of the association, as follows:

"Your issue of yesterday contains a copy of a communication addressed to me by the Canadian Minister of Marine, in which Capt. Demers replies to certain criticisms directed by this association against his judgment on the stranding of the s.s. Middleham Castle. The statements of the Wreck Commissioner in his endeavor to sustain his severe censure of the master, had, last Tuesday afternoon, the very patient consideration of my council, who, at the same time, heard the reply of the master to the defence put forward by Capt. Demers. The meeting was quite satisfied, from the evidence before them, that in no way can Capt. Demers' language at the close of the enquiry be justified.

"In forwarding this correspondence to you for publication, this association feels that such a proceeding is not only premature, but indecorous. My council have a

very full answer to each of the Wreck Commissioner's contentions, and it would have been more in keeping with the traditions of a Government department if Mr. Johnson had refrained from publicity until the case had arrived at an indisputable conclusion."

It is stated in this last letter that the council of the association was quite satisfied from the evidence before them, and the master's defence, that in no way can Capt. Demers' language at the close of the enquiry be justified.

Surely the proper place for the master to make his defence is at the enquiry itself, and with all due respect to the council of the association, we may say that we fail to see that the members are capable of forming any opinion on the merits of the case without actual personal knowledge of the scene of the casualty, which is possessed by the court which dealt with the case. The language used by Capt. Demers at the conclusion of the enquiry was, as he states, in the nature of a reprimand, and could in no way be classed as exceptionally severe, seeing the carelessness of navigation, as shown by the master's own evidence. The last paragraph of Mr. Scott's letter questioning the decorum of the Deputy Minister in sending the report to the press would, perhaps, have been written with better grace had the hands of the association been entirely clean in the matter. Would it not be correct to presume that the original criticism appearing in the Journal of Commerce, which caused the Deputy Minister to send the report to that paper for publication, was supplied from the association's office?

Canada Steamship Lines, Ltd., Finances.—A general meeting of holders of debenture stock and bonds of the company was called to be held at Montreal, Jan. 30, to consider and pass resolutions, to make an agreement with the Montreal Trust Co. with the object of securing the redemption of Richelieu & Ontario Navigation Co.'s outstanding bonds and the ultimate discharge of the mortgage securing same; and to amend the provisions of the trust deeds of Oct. 8, 1913, and Feb. 11, 1914, securing the 5% consolidated first mortgage debenture stock and bonds of C. S. L., Ltd., by providing that any stock or bonds purchased by the trustees may, in lieu of being kept alive, be surrendered on terms that the company shall not reissue any in place thereof, and that the stock or bonds so surrendered shall continue to be taken into computation for limiting the amount which the company is entitled to issue.

St. John, N.B., Harbor Improvements Discontinued.—Work on the harbor improvements at St. John, N.B., covered by contracts awarded to the Norton Griffiths Construction Co., has been discontinued, and no decision has been arrived at in regard to its continuation. These contracts covered the construction of 4,600 ft. of breakwater, which is practically completed; 9,900 lineal ft. of quay walls, on which no work has been done; a dreadnought dry dock, 1,000 ft. long, the excavation for which has been made, and the reclamation of large tracts of land. A considerable portion of the dredging work has been done in the harbor basin and channel. It is stated that the labor problem is one of the contributing causes of the abandonment of the contract. Col. Norton Griffiths, M.P., of England, who is chiefly concerned, has given up all contracting work of this nature, and is devoting himself entirely to work connected with the war.

Steamship Construction at Port Arthur.

The Port Arthur Shipbuilding Co. has received orders for 6 additional salt water steamships of the Norwegian type, similar to the steamships Blaamyra and Thorjerd, turned out from the company's yards recently. They will be of the following dimensions: Length over all, 261 ft.; length between perpendiculars, 251 ft.; breadth moulded, 43 ft.; depth moulded, 28 ft. 2 in.; carrying capacity, about 3,000 gross tons.

They will be of the single deck type, with poop, bridge and forecabin, steel deckhouse on bridge deck and chart room on top of deckhouse, with navigating bridge. They are being built on the transverse system of construction with two cargo holds and two hatches in each hold. No. 1 hold will extend from collision bulkhead to boiler room bulkhead, and no. 2 hold from engine room bulkhead to after peak bulkhead. The propelling machinery will be located amidships. The double bottom will be 3 ft. deep, extending from collision bulkhead to after peak bulkhead, divided by transverse water or oil tight floors into a number of compartments. Part of the double bottom will be utilized for fuel oil, the remainder of the fuel to be carried in wing tanks, which can also be used for coal. The officers and crew will be berthed amidships on bridge deck, where also will be the mess rooms, galley, pantry, lavatories, etc. The firemen and sailors will have their quarters aft on main deck.

The two main boilers will be of the Scotch marine type, single ended, and arranged abreast. They will be 14 ft. 8 in. diam. by 11 ft. long and will have a combined grate area of 126 sq. ft. Each boiler will have 3 corrugated furnaces, of the suspension type, 42 in. inside diam., and will be fitted for natural draught.

The propelling machinery will consist of triple expansion engine with surface condensers, built-in type, 3 cylinders each, working each on a separate crank placed at an angle of 120 degrees. The slide motion will be of the Stephenson link type. Cylinders 20, 33 and 54 in., with a stroke of 40 in. The average working horse power will be 1,200, maximum 1,300. The high pressure cylinder will have piston valve, the low and intermediate will have double ported slide valves with relief frames, and the low pressure one will have a Lovekin assistant cylinder. The high pressure cylinder will be supplied with a loose bushing of hard cast iron. All cylinders will have relief valves, top and bottom, discharging into the atmosphere. The turning gear will consist of a single cylinder engine, driving through worm gearing, a shaft mounted on sliding cast steel worm. The propeller will be of cast iron, solid section, with four blades. The air pump will be bolted to the back column of the engine.

The steam steering gear will be placed on the main deck in the engine room. There will also be a hand steering gear aft, and 8 x 6 in. steam windlass fitted with hand attachment and friction brakes. All anchors will be of the stockless type, of size in accordance with Lloyd's requirements. To facilitate the handling of the cargo there will be six 7 x 12 in. reversible steam winches, and 6 derrick booms to lift 4 tons each.

The vessels will be fitted throughout with electric light. One 7½ k.w. generator will be fitted in engine room. All wires, with the exception of those in cabins, will be enclosed in conduit, with outlets terminating in watertight fixtures.