

The Transportation of Canadian Troops to Europe.

The work of transporting the 30,000 odd members of the first Canadian contingent for war service in Europe, from Valcartier, Que., to Salisbury Plain, England, has been carried out in an eminently satisfactory manner. The gathering of the requisite number of suitable vessels was a considerable task, and the loyal cooperation of the owning companies was undoubtedly one of the main factors in its accomplishment.

The first of the troops left the camp at Valcartier, Sept. 22, and the last of the transport vessels from Quebec, Oct. 1. The troop trains were run down direct to the Louise embankment, and the loading of the vessels proceeded night and day. Thirty steamships were used for the Canadian contingent, and one vessel, the s. s. Florizell, was picked up later, conveying the Newfoundland contingent. The vessels used, with their respective owning companies, are as follows:—

Allan Line—Corinthian, Grampian, Scandinavian, Scotian, Sicilian, Tunisian and Virginian.

Canadian Northern Steamships—Royal Edward, Royal George.

Canadian Pacific Ry.—Montezuma, Montreal, Monmouth, Ruthenia, Tyrolia.

Cunard Line—Franconia, Ivernia, Laconia, Saxonia.

Cunard-Thomson Line—Alaunia, Andania.

Canada Steamship Lines—Bermudian.

Donaldson Line—Athenia, Cassandra.

Furness, Withy and Co.—Manitou.

Red Star Line—Lapland, Zealand.

Royal Mail Steam Packet Co.—Arcadian, Carribean.

White Star Line—Laurentic, Megantic.

The last of the transports sailed from Quebec early on Oct. 1, and the whole of the fleet assembled at Gaspé Bay, which had been made the rendezvous, for final arrangement of the lines and convoys. While this was being carried out, a final message by the Governor General was distributed, together with mail matter, etc. The fleet was also joined at this point by the White Star-Dominion Line s. s. Canada carrying the Lincolnshire Regiment which had been on garrison duty at Bermuda.

The fleet of transports was formed into three columns for convoy across the ocean, as follows:—Column Z,—Alaunia, Bermudian, Cassandra, Florizel, Ivernia, Lapland, Megantic, Montezuma, Ruthenia, Scandinavian, Sicilian; convoy, H. M. S. Eclipse.

Column Y,—Athenia, Canada, Carribean, Franconia, Laurentic, Manitou, Monmouth, Royal Edward, Tunisian, Tyrolian; convoy, H. M. S. Diana.

Column X,—Andania, Arcadian, Corinthian, Virginian, Zealand; convoy, H. M. S. Charybdis (flagship); Grampian, Laconia, Montreal, Royal George, Saxonia; convoy, H. M. S. Glory.

The foregoing formation was maintained until near the British coast, the vessels proceeding with distance of about 1½ miles between, the whole fleet covering an area of about 15 square miles. Other warships joined the fleet in the Gulf of St. Lawrence, these being engaged in the patrol of the North Atlantic, and they returned to their former duty from mid ocean. In addition to the warships, the steamships Royal George and Laurentic, the two fastest vessels of the fleet were utilized as scouts. When nearing the British Coast, the two vessels bearing the Army Service Corps were detached from the main body and sent ahead to assist in the general landing, in charge of H. M. S. Diana, whose place was taken by H. M. S. Majestic. The strictest care was taken to prevent at-

tack of whatsoever nature, and the voyage was accomplished in perfect safety. The troops arrived at Plymouth, Oct. 14, where they landed and entrained for the training camps on Salisbury Plain.

The Empress of Ireland Disaster.—In connection with the C.P.R. claim for \$3,000,000 damages for the loss of the s.s. Empress of Ireland, which was run down by the s.s. Storstad, the owners of the latter vessel applied at the Admiralty Court at Montreal, Oct. 19, for an order for the C.P.R. to produce the official log book of the s.s. Montrose on her several voyages between Montreal, Quebec and Liverpool, while under the command of Capt. Kendall, who was in charge of the Empress of Ireland at the time of the disaster; also for a list of all survivors of the crew on watch in all departments at the time of the collision, and for the appointment of a commission in England to take the depositions of one of the passengers. The defendants also demanded admission that at the date of the collision, the Storstad was the property of the Actienelskabet Maritime, a corporation with office in Christiania, Norway, and also that by reason of the collision, the Storstad suffered damage.

Lift Bridge for Toronto Harbor.—The Toronto Harbor Commissioners are making preparations for the construction of a lift bridge to carry Cherry St. over the Don River, within the zone of the improvements to be made by the Commission. It is to be of a lift type to permit vessels to pass from the harbor to beyond Cherry St., but it has not yet been decided whether it will be a rolling lift bridge or a bascule bridge. It is expected that an early decision will be arrived at in order that the work may go on without delay. It will have a clear span of 80 ft., it will be 66 ft. wide, and in addition to provision for vehicular and pedestrian traffic along each side, will have a double street car track down the centre.

Submarine Mines in the North Sea.—The British Admiralty has issued the following notice:—The German policy of mine laying, combined with their submarine activities, make counter measures necessary on military grounds. His Majesty's Government has therefore authorized a mine laying policy in certain areas. To reduce risks to non-combatants, the Admiralty announces that it is dangerous for vessels to cross the area between latitudes 51 deg. 15 min. and 51 deg. 40 min. north, and longitudes 1 deg. 35 min. and 3 deg. east. The southern limit of the German mine limit is 52 deg. north, but it is not supposed that navigation is safe in any part of the southern waters of the North Sea.

Regulations Regarding Deck Loading.—Following on the lead given by the British Government, the Dominion Government has amended the regulations governing the loading of timber on vessels, so as to allow of the exportation of pit props to Great Britain, where they are urgently needed. The Marine Department has been advised that masters or owners of vessels arriving at ports in the United Kingdom from Canadian ports between Oct. 31 and Nov. 15, with summer deck loads of wood goods, will not be proceeded against by the Board of Trade. The Department has therefore decided to allow steamships to load accordingly in Canada, up to Nov. 7.

G. H. Flood has been appointed Purchasing and Contract Agent, Marine & Fisheries Department, Ottawa, vice C. Doutre, resigned.

In acknowledging a correction of a news item recently, the Montreal Daily Mail refers to J. A. Farouhar of the s.s. Seal, as the "managing editor of the s.s. Seal."

The Stranding of the s.s. Monkshaven.

Capt. L. A. Demers, Dominion Wreck Commissioner, has given the following judgment re the stranding of the s.s. Monkshaven, a steel built single screw vessel, on Roix Shoal, in the St. Lawrence River, about a mile from Ste. Felicite, Que., on Aug. 23, it being concurred in by Capt. F. Nash, and Capt. Jas. Murray, Harbor Master of Quebec:—

The court having carefully weighed the evidence adduced is unanimous in its conclusion that while the absence from the bridge of the master, J. E. Millburn, at the time of the accident is not interpreted as neglect, in view of the fact that clear weather prevailed and a properly certificated officer represented him on the bridge, it is nevertheless held that the master relied too implicitly on cursory observations, instead of employing the recognized authentic and reliable methods of ascertaining the exact position of his vessel, for which neglect the court finds it incumbent upon it to censure him. As for the chief officer, P. Gaige, who was in charge of the bridge at the time of the stranding, it is held that he did not exercise due precaution in availing himself of the opportunities offered to determine the position of his ship, which failure is all the more pronounced by the fact of his knowingly approaching a charted shoal, and for his negligence in the exercise of his duty the court severely censures and reprimands him. It is further held that R. W. Thoburn, the second mate, did not comply with the exigencies of his duty in the matter of obtaining adequate fixes to place the exact position of his ship, for which he is censured. The court desires to caution the master and first and second officers to exercise adequate and precise navigation methods in the future in order to insure the safety of their ship, for in merely reprimanding them as above the court holds that they have been leniently dealt with under the circumstances.

Additional Steamships for C. P. R. Atlantic Service.—We are officially advised that the C. P. R. has under consideration, the ordering of two additional steamships with a speed of 20 knots an hour, for its Atlantic service.

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.

H. H. Westinghouse has been elected President of the Westinghouse Air Brake Co., Pittsburg, Pa., to succeed his brother, the late George Westinghouse.

Canadian Westinghouse Co., Ltd., Hamilton, Ont., has issued from its railway and lighting department circular 506 Westinghouse Turbo-Alternators, 40 pgs., 7 by 10 ins., illustrated.

The Pedlar People, Ltd., Oshawa, Ont., have sold the White Valley Irrigation and Power Co., of British Columbia, about 9,000 ft. of metal flume, varying from 30 to 61 ins. in diameter, for the completion of the Grey Canal.

Independent Pneumatic Tool Co., Chicago, has appointed V. W. Robinson representative in Michigan, with headquarters at Detroit. F. J. Passino, heretofore Michigan repre-