

The Kilkeel-Scotia Collision.

Commander O. G. V. Spain, R.N., Dominion Wreck Commissioner, has given the following judgment respecting the collision which occurred in the Strait of Canso, off Port Mulgrave, April 28, 1908, between the Dominion Government ferry steamer Scotia and the Inverness Railway and Coal Co.'s s.s. Kilkeel:

"The accident was caused by the Scotia striking the port side of the Kilkeel close to the stem. The Scotia was carrying out her ordinary work, running from Port Tupper to Port Mulgrave, as a ferry boat. The Kilkeel was proceeding from Port Hastings to Port Mulgrave, in order to enable her to fill up with water. At the time of the collision the weather was fairly clear, and lights could be seen at considerable distance if a proper lookout had been kept. As a matter of fact, there was no proper lookout man kept on board the Scotia, as the second mate, J. McDonald, who was supposed to be keeping a lookout, was, at the time of the accident, in the after part of the ship. From the evidence adduced, it appears that the red light of the Kilkeel was first seen about three points on the starboard bow of the Scotia some three minutes before the accident. Under these circumstances it was the duty of the Scotia to keep clear of the Kilkeel, and the Master of the Scotia had to use his own judgment, which was the best way to carry this out.

"The court considers that the accident was caused by the Master of the Scotia using bad judgment in not reversing his engines soon enough. He apparently had time to carry out this manœuvre before he considered it proper to do so. Captain L. R. Maguire, of the Scotia, who holds a Master's certificate of competency in the inland waters, is censured and warned to be more careful in future. The court takes this lenient view of the accident for the reason that the fact of the Scotia being an unwieldy vessel to manœuvre, is thoroughly appreciated, but the two vessels were crossing, which is the position of greatest danger, and under those circumstances there was nothing for it but judgment, good lookout and caution. Captain Elworthy, of the Kilkeel, is exonerated, but his attention is called to the fact of there being no communication with his whistle, the cord being disconnected, and the court considers that it is part of a master's duty to attend to details of this description before getting under way. The court, however, does not consider that, in this case, the above fact contributed to the accident."

Vessels Removed from the Register.

The following vessels were removed from the Canadian register during Jan. and Feb., for the reasons assigned: Steam—Calluna, Richibucto, N.B., 15 tons, wrecked; Carlton, Hamilton, Ont., 6 tons, out of existence; Gertrude, Toronto, 51 tons, out of existence; Mascotte, Toronto, 33 tons, out of existence; Telegram, Collingwood, Ont., 134 tons, wrecked; Thistle, Toronto, 68 tons, out of existence; Wiarton Belle, Owen Sound, 59 tons, broken up. Sailing—Acacia, Kingston,

Ont., 188 tons, foundered; Atalaya, Lunenburg, N.S., 79 tons, transferred to Newfoundland; Bee, Chatham, N.B., 11 tons, broken up; Bessie A., Parrsboro, N.S., 96 tons, wrecked; Bonnie Lin, Barrington, N.S., 10 tons, foundered; Carrie L. Smith, St. John, N.B., 600 tons, wrecked; Carrie May, Yarmouth, N.S., 25 tons, broken up; Eliza M., Chatham, N.B., 18 tons, broken up; France and Russie, Charlottetown, P.E.I., 27 tons, broken up; Freddie G., Digby, N.S., 18 tons, broken up; Hornet, Windsor, N.S., 26 tons, wrecked; Idle Wild, Kingston, Ont., 19 tons, broken up; Lark, Barrington, N.S., 13 tons, condemned; Lolita A., Liverpool, N.S., 159 tons, abandoned at sea; Maggie Smith, Port Hawkesbury, N.S., 83 tons, wrecked; Monkland, Chatham, N.B., broken up; Murdock Finlayson, Arichat, N.S., 80 tons, wrecked; Osberga, Maitland, N.S., 1,116 tons, foundered; Prudent, St. John, N.B., 117 tons, wrecked; Regina B., Port Hawkesbury, N.S., 81 tons, sunk in collision; Robert S. Besnard, Parrsboro, N.S., 1,142 tons, sold to foreigners; Savona, Maitland, N.S., 1,584 tons, stranded; Sea Gull, Maitland, N.S., 25 tons, broken up; Strathisla, Maitland, N.S., 1,280 tons, sold to foreigners; Willie M., Barrington, N.S., 24 tons, wrecked; Wood Bros., Parrsboro, N.S., 68 tons, wrecked.

Among the Express Companies.

L. R. Hight has been appointed Agent Canadian Northern Ex. Co., vice H. E. Baker, resigned.

The Board of Railway Commissioners issued order 6366, Feb. 22, on the application of the Dominion and Canadian Ex. companies, postponing from Mar. 1 to May 1 the effective date of order 6167, Feb. 4, ordering express companies subject to the Board's jurisdiction to carry acetylene gas under certain rules and regulations therein quoted.

Five express companies doing business in Ontario paid by way of taxation into the provincial treasury, \$6,375 during the financial year ended Dec. 31, 1908. The amount paid by the several companies is shown by the public accounts just presented to the Legislature to have been: American Ex. Co., \$925; Canadian Ex. Co., \$1,800; Canadian Northern Ex. Co., \$925; Dominion Ex. Co., \$1,925; United States Ex. Co., \$800.

Telegraph and Cable Matters.

The annual meeting of the Association of Railway Telegraph Superintendents will be held at Detroit, Mich., June 23, 24 and 25.

The Old Time Telegraphers' and Historical Association will meet this year at Atlantic City, N.J. The date has not yet been fixed.

W. C. Furness, manager G.N.W. Telegraph Co.'s office, London, Ont., who had been confined to his home by illness, was moved to the hospital there recently.

The Northern Commercial Telegraph Co. is reported to have awarded a contract to M. Connolly, Montreal, for the erection of about 1,000 miles of telegraph line from Point Levis, Que., to Windsor, Ont.

An unconfirmed report stated, recently, that wireless telegraph messages have been exchanged between the Marconi stations at Glace Bay, N.S., and the Eiffel Tower, Paris, France, thus creating a new record.

The Ontario Government collected \$1,292.24 from telegraph companies doing business in the province during 1908, the amount paid being: North American Telegraph Co., \$100; Dominion Telegraph Co., \$475; Montreal and G.N.W. Telegraph Co., \$717.24.

The death was recently announced of M. Laberge, at Chateauguay, Que., aged 68. He was one of the party who, under C. Buckley, Chief Engineer, explored the Yukon Territory in 1865, in connection with the Western Union Telegraph Co.'s proposed telegraph line to Europe, by way of British Columbia, Alaska and Siberia.

Lyman Dwight, who died at Detroit, Mich., Mar. 4, aged 72, was a brother of H. P. Dwight, President G.N.W. Telegraph Co., Toronto. He was a telegraph operator in Toronto over 50 years ago, and was transferred to Buffalo, N.Y., where he had charge of the Montreal Telegraph Co.'s office until 1868, being, subsequently, moved to Detroit, Mich., in a similar capacity, where he remained until his retirement from active work a few years ago.

John Murray, one of the veteran telegraphers of Canada, died at Montreal, Mar. 9, aged 72, after a long illness. He came to Canada in 1854, and was responsible for the erection of the first telephone lines in Montreal in 1879, this being the first circuit to be operated in

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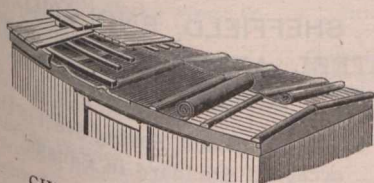
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