

zilian, as well as the pilot, for the stranding. It has been conclusively demonstrated that everything was done that could have been done in such moments, and that the grounding was due to the parting of the tow rope at a critical moment. We have made a special examination of the steering gear and ropes, and we found that at the time of the visit on board the steering gear did not come up to our expectations; but we found it was due to a hot bearing, caused by a little dirt having been left the day previous during the overhauling by the 4th engineer. Moreover, the machinery and rudder worked in a satisfactory manner afterwards. We have ascertained that the ropes shown, and which were used on the occasion of the grounding, were good and sound. The first one shown seemed to have had somewhat more usage than the last one, which broke, and which was, in our opinion, the direct cause of the casualty. With regard to the scow tied at the end of Tarte pier, we recommend that the bylaws governing the duties of the Harbor Master, and vessels within the harbor limits, should be stringent. The fact of the scow being berthed at the end of the pier, without the knowledge of the Harbor Master, and contrary to the bylaws of the Harbor Commissioners, reduced the already narrow space in which vessels leaving Tarte and Laurier piers and vicinity have to manoeuvre. We suggest that no vessels of any description be allowed at the end of any berths, as in view of the narrowness of the spaces such berthing is fraught with danger to the vessel so berthed and exposes others passing by to meet with delay, if not disaster. Whilst we do not attribute this accident to the fact that the scow was tied to the end of Tarte pier, yet we affirm it would have been better if such had not been there.

The Vancouver Dry Dock Project

The construction of the dry dock at Vancouver, being undertaken by the Dominion Shipbuilding, Engineering and Dry Dock Co. is proceeding, contracts having been awarded for excavation, concrete work and steel construction. About 300 men are reported to be working on the first stages. The foundation piers for the first group of three large buildings have been built, all being of reinforced concrete. The area covered is 150 by 850 ft. Two of the buildings will be 150 by 250 ft. and the third about 100

by 150 ft. The outside row of piers for the foundations are 6 by 4½ ft., and the inner row 4 by 4 ft., all by 6 ft. high. As soon as the whole site has been cleared, the shore of Lynn Creek, which is the eastern boundary of the site, will be cleared, after which, the channel will be straightened and deepened by dredging.

It is announced that the Dominion Government has approved the plans, and granted the full subsidy under the act granting aid in the construction of dry docks, viz.,—4% on an expenditure of \$5,500,000, for 35 years, and it is stated that the financing of the project was all arranged for in London, Eng. before the outbreak of war. The dock is to be of the first class and most modern type, capable of handling the largest ocean going vessels and British warships. It will be 1,150 ft. long by 100 ft. wide, divisible into two sections, one of 650 ft. and one of 500 ft.

The officers of the company are,—President and Managing Director, Capt. H. Mowatt, formerly Marine Superintendent, C. P. R. Steamships, Liverpool, Eng.; Vice President and Assistant General Manager, R. Fowler, Vancouver; Chairman European Board, H. Grayson, Managing Director, H. and C. Grayson, Ltd., shipbuilders, Liverpool, Eng.; financial agents, Frey and Co., Vancouver, New York and London.

T. A. Frey left Vancouver recently for New York and London, to represent the local interests at a meeting of the board in London.

A Projected United States Government Merchant Marine.

The United States Congress committee of Naval Affairs completed and reported a bill recently authorizing an appropriation of \$30,000,000, to enable the President to build or purchase thirty naval auxiliary vessels, which may be converted into merchantmen for use in the overseas trade during the war in Europe, or like emergencies. The bill provides that such vessels shall be acquired by the Panama Steamship and Railway Co., a Government owned concern, and that the company shall operate them in the U.S. coastwise trade, or between U.S. ports and those of Central and South America, and in the overseas trade, in the discretion of the President. It is further provided that vessels may be taken from

the navy and put into merchant service, and transferred back to the navy. To provide funds for this purpose, the President is authorized to sell \$30,000,000 of the bonds issuable under the law on account of the Panama Canal.

The mainspring of the project was the recent admission by the Hamburg American Line and the North German Lloyd, that they were willing to consider any reasonable offer for their vessels which are held at various ports in the U.S. Later, it transpired that some little difficulty might arise should the U.S. purchase these vessels, and some friendly conversations have taken place between the U.S. authorities and the British Ambassador, in which the latter pointed out that under the Declaration of London of 1909, it was stated that the transfer of an enemy's vessel to a neutral flag, effected after the outbreak of hostilities, is void unless it is proved that such a transfer is not made in order to evade the consequences to which an enemy's vessel, as such, is exposed, and that under international law the transfer of German vessels to the U.S. flag does not, under the circumstances, relieve them from the risk of capture by British vessels, but that owing to the friendly relations between the two countries, and Britain's keen desire to do nothing to interfere with such relations, the British Government was prepared to declare that the vessels would not be considered subject to capture under certain conditions. The most important of these conditions would be, that they shall not be used for carrying food, contraband or semi-contraband supplies to points where they would, or could be shipped to Great Britain's enemies, and that some assurance be given that on the close of the war, the vessels shall not be returned to German owners.

In addition to the foregoing steps towards the formation of a merchant marine, the President has signed an order suspending from operation certain sections of the navigation laws, and admitting foreign built merchant vessels to U.S. registration. Several U.S. companies which operate vessels under foreign flags, chiefly British, have signified their intention of transferring their vessels, and a considerable number have recently been transferred.

The C. P. R. s. s. Charmer is undergoing some repairs and a general overhaul at Victoria.

List of Steam Vessels Registered in Canada During July, 1914.

| No. | Name | Port of Registry | Where and When Built | Length | Breadth | Depth | Gross Tons | Reg. Tons | Engines, Etc. | Owner or Managing Owner | |
|--------|---------------------------------------|------------------|----------------------|--------|---------|-------|------------|-----------|---------------|-------------------------|--|
| 131204 | Deliverance | Liverpool, N.S. | Liverpool, N.S. | 1914 | 110 8 | 32 0 | 10 4 | 280 | 54 | 65n.h.p. sc. | Southern Salvage Co., Liverpool, N.S. |
| 13452 | Goldfield | Winnipeg, Man. | Selkirk, Man. | 1912 | 75 4 | 15 9 | 6 0 | 56 | 38 | 13 " " | Phoenix Brick, Tile & Lumber Co., Winnipeg, Man. |
| 13222 | Homer Warren | Owen Sound, Ont. | Bay City, Mich. | 1901 | 180 0 | 28 0 | 9 0 | 447 | 304 | 73 " " | Peninsula Tug and Towing Co., Warton, Ont. |
| 134248 | Hudsons Bay Terminals, Lighter, No. 1 | Toronto | Toronto | 1914 | 122 0 | 21 5 | 9 0 | 268 | 120 | 19 " " | Minister of Railway and Canals, Ottawa, Ont. |
| 134249 | Hudsons Bay Terminals, Lighter, No. 2 | " | " | 1914 | 122 0 | 21 5 | 9 0 | 268 | 120 | 19 " " | " " " " |
| 134365 | M & F Dredge No. 14 | Sorel, Que. | Collingwood, Ont. | 1914 | 223 0 | 37 6 | 13 0 | 888 | 332 | 87 " " | Minister of Marine and Fisheries, Ottawa, Ont. |
| 134366 | M & F Dredge No. 15 | " | " | 1914 | 223 0 | 37 6 | 13 0 | 888 | 332 | 87 " " | " " " " |
| 134329 | Nipisiquit | Chatham, N.B. | Bathurst, N.B. | 1914 | 75 0 | 18 4 | 8 4 | 94 | 22 | 16 " " | Bathurst Lumber Co., Bathurst, N.B. |

List of Sailing Vessels and Barges Registered in Canada During July, 1914.

| No. | Name | Port of Registry | Rig | Where and When Built | Length | Breadth | Depth | Reg. Tons | Owner or Managing Owner | |
|--------|-----------------|----------------------|--------|----------------------|--------|---------|-------|-----------|-------------------------|---|
| 131206 | Blandford | Liverpool, N.S. | Schr. | Liverpool, N.S. | 1914 | 120 9 | 32 0 | 11 5 | 293 | Blandford Shipping Co., Liverpool, N.S. |
| 131287 | Charles Boone | St. Catharines, Ont. | Dredge | Welland, Ont. | 1914 | 100 0 | 40 0 | 9 7 | 529 | C. S. Boone Dredging & Construction Co., Toronto. |
| 134103 | P. D. Co. No. 1 | Vancouver, B.C. | Scow | Portland, Me. | 73 5 | 28 0 | 5 2 | 103 | 103 | Pacific Dredging Co., Vancouver, B.C. |
| 134173 | Wilfred Marcus | Shelburne, N.S. | Schr. | Shelburne, N.S. | 1914 | 100 0 | 25 5 | 10 0 | 123 | G. V. Buffett, M.O., Grand Bank, Nfld. |