

Maintenance and repairs to light-houses .....	700,000.00
Construction of lighthouses and aids to navigation, including apparatus, submarine signals, and providing suitable boats for carrying on construction work .....	400,000.00
Signal service .....	60,000.00
Administration of pilotage and maintenance and repairs to steamship Eureka .....	56,300.00
Maintenance and repairs to wharfs Breaking ice in Thunder Bay and Lake Superior and other points deemed advisable for good of navigation .....	40,000.00
To pay pension of \$300 each per annum to retired pilots .....	9,300.00
To provide telephones at different points throughout the Dominion in connection with aids to navigation .....	500.00
Allowance to harbor master at Amherstburg, for supervision of lights and buoys in St. Clair River, Detroit River, Lake Erie, and other services during navigation .....	400.00
	<b>\$1,939,500.00</b>

OCEAN AND RIVER SERVICE.	
Maintenance and repairs to Dominion steamships and ice breakers .....	\$ 1,500,000.00
Examiners of masters and mates .....	16,500.00
Investigations into wrecks .....	12,300.00
Expenses of schools of navigation ..	8,000.00
Registration of shipping .....	3,000.00
Removal of obstructions in navigable waters .....	5,000.00
Inspection of live stock shipments ..	3,000.00
To continue subsidy for wrecking plants, Quebec, Maritime Provinces and British Columbia .....	35,000.00
Unforeseen expenses .....	5,000.00
Amount required for two boilers for C.G.S. Montcalm .....	60,000.00
Amount required for two steamships for buoy service in Maritime Provinces .....	300,000.00
	<b>\$1,947,800.00</b>
MISCELLANEOUS.	
Compassionate allowances to the widows, or fathers, or mothers, or dependents of the captain and members of the crew of the C. G. S. Simcoe, who lost their lives when that vessel foundered in the Gulf of St. Lawrence, Dec., 1917 .....	61,500.00

## Mail Subsidies and Steamship Subventions for 1918-1919.

The estimates for the year ending Mar. 31, 1919, submitted to the House of Commons recently, contain, among others, the following items:—

ATLANTIC OCEAN, STEAM SERVICES.	
Between Canadian Atlantic ports and Australia and New Zealand .....	\$ 70,000.00
Between Canada and Great Britain ..	400,000.00
Between Canada and Newfoundland ..	70,000.00
Between Canada and the West Indies or South America, or both .....	250,666.66
Between Canada and South Africa ..	73,000.00
PACIFIC OCEAN.	
Between Canada and Australia or New Zealand or both, on Pacific Ocean .....	180,509.00
Between Canada, China and Japan ..	253,333.33
Between Prince Rupert, B.C., and Queen Charlotte Islands .....	21,000.00
Between Victoria and San Francisco ..	3,000.00
Between Victoria, Vancouver way ports and Skagway .....	12,500.00
Between Victoria and West Coast Vancouver Island .....	5,000.00
Between Vancouver and northern ports of British Columbia .....	16,800.00
LOCAL STEAM SERVICES.	
Between Baddeck and Iona, N.S. ....	5,825.00
Between Charlottetown, Victoria and Holliday's Wharf, P.E.I. ....	2,500.00
Between Froude's Point and Lockeport, N.S. ....	600.00
Between Grand Manan and the mainland of N.B. ....	10,000.00
Between Halifax, Canso and Guysboro, N.S. ....	5,000.00
Between Halifax and Newfoundland via Cape Breton ports .....	10,000.00
Between Halifax, Mahone Bay, Tancook Islands and La Have River ports .....	4,000.00
Between Halifax and Spry Bay and ports in Cape Breton .....	4,000.00
Between Halifax, South Cape Breton and Bras d'Or Lake ports .....	6,000.00
Between Halifax and west coast Cape Breton, calling at way ports .....	4,000.00
Between Halifax and Sherbrooke .....	2,000.00
And between the mainland and the Magdalen Islands .....	18,000.00
Between Mulgrave and Canso .....	6,500.00
Between Mulgrave and Guysboro, calling at intermediate ports .....	5,500.00
Between Newcastle, Neguac and Escuminac, calling at all intermediate points on Miramichi River and Miramichi Bay .....	2,500.00
Between Pelée Island and mainland ..	8,000.00
Between Petit de Grat and Intercolonial Ry. terminus at Mulgrave ..	7,000.00
On Petitodiac River between Moncton and way ports, and a port or ports on west coast of Cumberland County .....	2,500.00
From opening to closing of navigation in 1918, between Pictou, Mulgrave and Cheticamp .....	7,500.00
From opening to closing of navigation in 1918, between Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain and other ports on Bras d'Or Lakes .....	6,500.00
During 1918, between Quebec and Harrington, calling at ports and places along northern shore of the River St. Lawrence between such terminals .....	28,000.00
Between Quebec and Gaspe Basin, touching at intermediate ports ..	8,500.00

Between River du Loup, Tadoussac and other north shore ports .....	6,000.00
Between St. John, N.B., and ports in Cumberland Basin .....	3,000.00
Between St. John, N.B., and Bridgetown .....	2,500.00
Between St. John, N.B., and Digby ..	20,000.00
Between St. John, N.B., Digby, Annapolis and Granville, viz., along west coast of Annapolis Basin ..	2,000.00
Between St. John, N.B., and ports on Bay of Fundy and Minas Basin, and Margareville, N.S. ....	8,000.00
Between St. John, Westport and Yarmouth and other way ports .....	10,000.00
During year 1918 between St. Stephen, N.B., Ste. Croix River points, Deer Island, Campobello and inner islands, Passamaquoddy Bay and L'Etete or Back Bay .....	6,000.00
During season of 1918, between Sydney and Bay St. Lawrence, calling at way ports .....	6,000.00
During season of 1918 between Sydney and Whycocomagh .....	3,000.00
From Sydney, N.S., around east coast of Cape Breton to Hastings and return to Sydney via Bras d'Or Lakes ..	5,500.00
Expenses in connection with supervision of subsidized steamship services ..	3,000.00
	<b>\$1,585,234.00</b>
AUTHORIZED BY STATUTE.	
Canada, China and Japan .....	\$ 121,666.65
Canada and France .....	200,000.00
	<b>\$321,666.65</b>

### Jurisdiction Over Coastwise and Great Lakes Vessels.

In introducing a bill to amend the Railway Act, into the House of Commons, Apr. 4, J. E. Armstrong, M.P. for East Lambton, who is chairman of the Railway Committee, said:—

"This bill is similar to the one I introduced in 1915. The legislation is along the same line as that which I have asked Parliament during the last five years, to bring into force. It is for the purpose of bringing the boats engaged on our inland waters and our coastwise trade under the control of the Board of Railway Commissioners. The railways are compelled to file their tolls, rates and tariff agreements with the board, and they are also compelled to do this with regard to boats connected with the railways. I firmly believe it would be in the public interest, not only to compel the boats on our inland waters and along the coast to file their tariff rates with the board, but to bring them under the board's absolute control. There are on the Canadian register 8,500 vessels, with some 45,000 employees. In view of the fact that these vessels are allowed to make use of our rivers, harbors, docks and canals free of

charge, in which improvements the people of this country have invested over \$350,000,000. I think members will readily agree that it would be in the public interest for Parliament to have control over these."

When this matter was brought up last year, and it was proposed to embody a similar provision in the Consolidated Railway Act, the committee, after strong and general opposition, in which the Dominion Marine Association and the leading boards of trade took part, struck out the provision objected to, but the bill did not become law, as Parliament adjourned before final action could be taken. It is probable that the Consolidated Railway Act, which has been before the Senate, will be sent back to the House of Commons for further amendment, when another attempt may be made to incorporate the objectionable provision in the act. It is, however, expected that there will be little, if any, time for a fair discussion of the question, and that no action will be taken in view of the opposition of last year.

### Decision in a Vessel Partnership Case.

At Toronto, April 10, Mr. Justice Rose gave judgment in the non-jury assize court in favor of Capt. James B. Foote, of Toronto, who had instituted a suit against A. B. Mackay, of Hamilton, Ont., for a declaration that he had a 5% interest in the two former lake steamships, the Turret Chief and the Algonquin, and for an accounting of profits, both vessels figuring in war sales.

The Turret Chief was wrecked in the storm that swept the great lakes in the autumn of 1913 and was abandoned by the owners to the underwriters, who subsequently released her and took her to Port Arthur, Ont. Foote claimed that Mackay and he bought the vessel from the underwriters for \$8,500, made repairs and thereafter sent her with a cargo from Chicago to Leith, Scotland, where the vessel was sold for £30,250.

In Dec., 1915, the Algonquin was purchased from the Port Colborne & St. Lawrence Navigation Co., for \$80,000. Foote claimed that his profits from the first sale, or some of them, remained in the Algonquin, which was sold to interests affiliated with the Nova Scotia Steel Co. and engaged in coastwise trade in the Lower St. Lawrence until the autumn of 1916, when she was again sold to New York interests, and on her first voyage thereafter was sunk by a German submarine off the Irish coast.

**The Tunisie-Cabotia Collision.**—Cross actions for damages were heard in the Admiralty Court, Montreal, recently, arising out of the collision between the Belgian steamship Tunisie and Canada Shipping Co.'s s.s. Cabotia, near Windmill Point, Montreal harbor, Oct. 28, 1917. The court found that the s.s. Cabotia was entirely at fault and gave judgment accordingly, leaving the assessment of damages to the Registrar of the Court. The result of the Wreck Commissioner's enquiry into the causes of the casualty, as published in Canadian Railway and Marine World for Dec., 1917, showed that the master of the s.s. Cabotia, was needlessly daring and showed bad judgment and recklessness, and that he violated the port's bylaws in obstructing navigation, and his certificate was suspended for six months from Nov. 10, 1917. The master and officers of the s.s. Tunisie were exonerated from all blame.