

Canadian Pacific Ocean Services Ltd., and the Allan Line.

The C.P.R. report for the year ended June 30, contains the following paragraph: "In consequence of the extraordinary conditions created by the present war your directors considered it advisable to postpone the effective date of the agreement entered into between your company and the Allan Line Steamship Co. and the Canadian Pacific Ocean Services, Ltd., authorized by resolution passed at the last annual meeting, for the acquisition by the last named company of the capital stock of the Allan Line now held by your company and of the vessels of your company named in the resolution. Your directors have, however, thought it desirable to enter into an agreement with the Canadian Pacific Ocean Services, Ltd., under which the vessels of both fleets are operated by that company as managers and agents. In view of possible changes in the conditions pertaining to ocean traffic, your directors consider it may be advisable, in your company's interests, that in giving effect to the proposals previously approved a somewhat different plan should be adopted, and a resolution will be submitted granting authority to your directors to carry out the transaction with the C. P. Ocean Services or some other company created for that purpose, of which company your company will have full ownership and control in such manner and on such terms as seem to them proper. The revenue from your steamships given in the statement of special income is exclusive of an amount transferred to the reserve account to cover the cost of replacing ships sold or destroyed, and of a sum sufficient to meet any tax on excess profits that may be ultimately payable."

Summer Deck Loads of Wood Goods.—The Marine Department has notified the Dominion Marine Association that the British Board of Trade has decided that it will not institute proceedings under sec. 10 of the Merchants Shipping Act, 1906, against masters or owners of vessels arriving in United Kingdom ports between Oct. 31 and Nov. 15, or between Mar. 30 and Apr. 16, with deck cargoes of light or heavy wood goods under other conditions than those allowed by that section, it being understood that the responsibility of masters and owners for ensuring safe and proper loading remains unaffected by the concession. This is an extension of the period for summer deck loads of wood goods, and collectors of customs in Quebec and the Maritime Provinces have been instructed to clear vessels with summer deck loads, for the United Kingdom, up to Nov. 7, and also on and after Mar. 1, 1917, if sailing vessels, and on and after Mar. 12, 1917, if steamships.

The Dominion Government Dredge for St. Lawrence Ship Channel, described in Canadian Railway and Marine World for September, was designed by William Simons & Co., of Renfrew, Scot'and, and not by Charles Duguid, Naval Architect, Marine and Fisheries Department, as stated, owing to an error in this office. The construction of the dredge has, however, been supervised by Mr. Duguid.

The recommended draught for vessels for Lake St. Clair and Lake Erie ports, was reduced 2 in. by the Lake Carriers' Association, Sept. 15, the draught now being 20 ft. 3 ins. The recommended draught for the Sault canals, is 20 ft. 4 ins.

Stranding of the s.s. Fremona Investigated.

Judgment was rendered at Quebec, Aug. 30, re the stranding of the British s.s. Fremona on Anticosti Island, in the St. Lawrence, on July 31. The enquiry was conducted by Capt. L. A. Demers, Dominion Wreck Commissioner, assisted by Commander Elliott, R.N.R. and Capt. J. Murray. The court's finding is summarized as follows: The court again faces a situation which seems to predominate lately, viz., an attempt to navigate the St. Lawrence on pure assumption. The master acknowledged that he had read the sailing directions and expected to meet currents flowing in a different direction to what was shown on the chart, yet with that knowledge and information he kept his vessel at a speed which cannot be considered as moderate within the meaning of the rule formulated by the Board of Trade regulating the speed of vessels in thick, foggy weather. He has navigated these waters numerous times and is aware of the peculiarities obtaining in other parts of the world as well as here. The court is of opinion that owing to the various warnings given in the sailing directions of the vagaries of currents which may be encountered in the St. Lawrence, the master did not exercise proper prudence, or precautions, so far as speed, compass courses and soundings were concerned. After carefully reviewing all the evidence, the court is of opinion that the master, Arthur Melling, was derelict in carrying out the responsibilities of a master, and greatly erred in judgment in failing to adopt the measures of prudence and caution called for in a forcible manner by the sailing directions which indicate the various elements which tend to throw vessels off their courses in the St. Lawrence. Following the policy which has been followed hitherto, owing to conditions which the war has brought about, occasioning a dearth of masters, the court will not deal with his certificate but reprimands him severely for his lack of caution, prudence and seamanlike carefulness. The court cannot censure the officers then on watch as the master is held responsible, he being on the bridge at the time of the disaster.

British Criticism of the Wreck Commissioner's Judgments.

Reports from England state that the Mercantile Service Association is interesting itself in the case of the stranding of the British steamship Middleham Castle on Matane Reef, Que., July 27, and which was enquired into by Capt. L. A. Demers, Dominion Wreck Commissioner, assisted by Capt. F. Nash and J. O. Grey as nautical assessors, Aug. 3, at Montreal. It is stated that the association has communicated with the Marine Department at Ottawa with the object of having the case reviewed and the judgment modified, which it considers is an undeserved reflection on the competency of the master of the vessel.

It would appear from the number and the nature of the criticisms of the Wreck Commissioners' judgments, mostly emanating from the Liverpool Journal of Commerce, which is closely in touch with the Mercantile Service Association, that they are launched as a matter of course after the delivery of the judgment, and are made without proper appreciation of facts. The animus displayed in many of

that journal's criticisms is so unreasonable as to discount any good it might do where the circumstances of a particular case make it desirable that the details be reviewed. For a number of years, during which the position of Wreck Commissioner has been held by three different individuals, each of whom has had considerable experience of marine matters generally, and of Canadian navigation in particular, these criticisms have been hurled broadcast, and whatever the intention, the tendency has been, in general, to disparage the St. Lawrence route, and in fact, all shipment to Canada.

In regard to the case of the Middleham Castle which was dealt with in our last issue, the master was reprimanded for venturesome navigation in unknown waters without having surrounded himself with the necessary information for safe navigation. It was mentioned that under different circumstances than exist in regard to shipping at present, and having regard to the fact that the vessel carried Admiralty supplies, the master's certificate would have been suspended for two months. Judging from the evidence, and coupled with the actual knowledge of the route possessed by the Commissioner and the assessors, it was unanimously decided that there had been reckless navigation, and in view of that fact, the statement made by the Journal of Commerce, that "such a sweeping judgment could not possibly be left unchallenged," seems absurd.

In another case, subsequent to that of the Middleham Castle, viz., the s.s. Fremona, the Wreck Commissioner, in dealing with the master in precisely the same manner as he did with the master of the Middleham Castle, said: "The court again faces a situation which seems to predominate lately, viz., to navigate the St. Lawrence on pure assumption."

Telegraph, Telephone and Cable Matters.

The Marconi Wireless Telegraph Co. is arranging to erect a large wireless telegraph station at Juneau, Alaska. A party of the company's men left Vancouver early in September for the north to undertake the preliminary work.

The C.P.R. is arranging to remove all its telegraph poles from Fifth St., Chatham, Ont. The question of the removal of the Great North Western Telegraph Co.'s poles from King, Queen and William Sts., is before the Board of Railway Commissioners.

J. G. Davies, heretofore chief operator, C. P. R. Telegraphs, Montreal, has been appointed Superintendent, Great North Western Telegraph Co., Winnipeg, vice J. Paddington, resigned. S. Goldstein, local manager, Great North Western Telegraph Co., Winnipeg, has resigned.

The Imperial Privy Council has dismissed the Commercial Cable Co.'s appeal against the Newfoundland Supreme Court's decision that it is not entitled to recover \$12,000 and \$10,916.13, alleged to be due under an agreement with the Newfoundland Government. The agreement was in relation to the landing of one of the trans-Atlantic cables at St. John's.

The Great North Western Telegraph Co. has opened offices at Bagotville, Chicoutimi Ouest and Laterriere, Que.; Marmora, Ont.; Browning, Merid and St. Brieux, Sask., and Benton Station, Alta., and has closed its offices at Deschaillons, Lake St. Joseph Hotel, Little Metis