

Mail Subsidies and Steamship Subventions for 1917-1918.

The estimates for the fiscal year 1917-18, submitted to the House of Commons recently, contain the following items for steamship service:

ATLANTIC OCEAN.	
Between Annapolis and London or Hull, Eng., or both	\$ 5,000.00
Canadian Atlantic ports and Australia and New Zealand	140,000.00
Ocean and mail service, Canada and Great Britain	1,000,000.00
Canada and Cuba	25,000.00
Canada and Newfoundland	70,000.00
Canada and West Indies or South America or both	340,666.66
Canada and South Africa	146,000.00
Halifax, St. John's, Nfld., and Liverpool, Eng.	20,000.00
Montreal, Quebec and Manchester, Eng., during summer, and St. John, Halifax and Manchester during winter	35,000.00
Winter service between St. John, N.B., Dublin and Belfast, Ireland	7,500.00
Winter service between St. John, N.B., and Glasgow, Scotland	15,000.00
Winter service between St. John, N.B., Halifax and London, Eng.	15,000.00
St. John, Halifax and London, Eng.	25,000.00

PACIFIC OCEAN.	
Between Canada and Australia or New Zealand or both	180,509.00
Canada, China and Japan	253,333.34
Prince Rupert and Queen Charlotte Islands, B.C.	16,000.00
Victoria and San Francisco	3,000.00
Victoria, Vancouver way ports and Skagway	12,500.00
Victoria and west coast Vancouver Island	5,000.00
Vancouver and northern ports of British Columbia	16,800.00

LOCAL SERVICES.	
Between Baddeck and Iona, N.S.	5,825.00
Charlottetown, Victoria and Holiday's Wharf, N.B.	2,500.00
Froude's Point and Lockport, N.S.	600.00
From opening to closing of navigation in 1917, between Gaspe Basin and Dalhousie or Campbellton, N.S.	15,000.00
Grand Manan and mainland	10,000.00
Halifax, Canso and Guysboro, N.S.	5,000.00
Halifax and Newfoundland via Cape Breton ports	10,000.00
Halifax, Mahone Bay, Tanook Island and La Have River ports	4,000.00
Halifax and Spry Bay and ports in Cape Breton	4,000.00
Halifax, South Cape Breton and Bras d'Or Lake ports	6,000.00
Halifax and West Coast Cape Breton, calling at way ports	4,000.00
Halifax and Sherbrooke	2,000.00
From opening to closing of navigation between Kenora and Fort Frances, Ont.	8,000.00
From opening to closing of navigation, between mainland and Magdalen Islands	18,000.00
Mulgrave and Canso, N.S.	6,500.00
Mulgrave and Guysboro, N.S., calling at intermediate ports	5,500.00
Newcastle, Neguac and Escuminac, calling at all intermediate points on Miramichi River and Miramichi Bay	2,500.00
Pelee Island and mainland, Ont.	8,000.00
Petit de Grat and Intercolonial Ry. terminus at Mulgrave, N.S.	7,000.00
Petitcodiac River between Moncton and way ports, and west coast of Cumberland County, N.B.	2,500.00
Pictou and Montague, calling at Murray Harbor and Georgetown, P. E. I.	6,000.00
Pictou, New Glasgow, Antigonish County ports and Mulgrave, N.S.	1,000.00
From opening to closing of navigation in 1917, between Pictou, Mulgrave and Cheticamp, N.S.	7,500.00
From opening to closing of navigation in 1917 (between Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain and other ports on the Bras d'Or Lakes, N.S.)	6,500.00
Prince Edward Island, Cape Breton and Newfoundland	20,000.00
During 1917, between Quebec and Harrington, calling at ports and places along northern shore of River St. Lawrence between such terminals	28,000.00
Quebec and Gaspe Basin, touching at intermediate ports	8,500.00
Quebec and ports on north shore of Isle of Orleans	4,500.00
Riviere du Loup, Tadoussac and other North Shore ports	6,000.00
Winter service between Riviere du Loup, Tadoussac and other St. Lawrence ports	8,000.00

Winter service between St. Catherines Bay and Tadoussac, Que.	3,500.00
St. John and ports in Cumberland Basin, N.B.	3,000.00
St. John and St. Andrew, N.B., calling at intermediate points	4,000.00
St. John and Bridgetown, N.S.	2,500.00
St. John and Digby, N.S.	20,000.00
St. John, Digby, Annapolis and Granville, viz., along the west coast of Annapolis Basin, N.S.	2,000.00
St. John, N.B., and ports on Bay of Fundy and Minas Basin, and Margareville, N.S.	8,000.00
St. John, Westport and Yarmouth and other way ports	10,000.00
During 1917, between St. Stephen, N.B., Ste. Croix River points, Deer Island, Campobello and the inner islands, Passamaquoddy Bay and L'Etete or Bark Bay	6,000.00
During 1917, between Sydney and Bay St. Lawrence, calling at way ports	6,000.00
During 1917, between Sydney and Whyecocmagh	3,000.00
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
	\$2,630,734.00

AUTHORIZED BY STATUTE.	
Canada, China and Japan	\$ 121,666.66
Canada and France	200,000.00
	\$ 321,666.66

St. John Harbor Improvement Contract Litigation.

A petition was filed in the Superior Court at Montreal, Feb. 2, for an interlocutory injunction to prevent the proposed transfer of certain property, valued at about \$1,000,000, from the Norton Griffiths Construction Co., to W. H. Brown, New York. The petitioner, J. H. Craven, Larchmont, N.Y., claims that if the transfer is made, his interest in the property and belongings will be prejudiced and he will suffer loss.

The Norton Griffiths Construction Co. was given a contract by the Dominion Government on Mar. 25, 1912, for the construction of harbor works and improvements at Courtenay Bay, St. John, N.B., and it is claimed that, on July 20, 1912, an agreement was entered into by the company, the petitioner and J. A. Bulyea, St. John, N.B., providing that the company should receive 51% of the total net profits on the contract, over and above 15% of the total prime cost of the construction works, and that the petitioner and J. A. Bulyea were entitled to 24½% each. The company, it is claimed, undertook to render an audited accounting of the works and all expenditures every three months as the contract proceeded and to make a final report showing the net profits to be distributed when the contract was completed. The work was continued up to Dec. 22, 1916, when the contract was abandoned. During the progress of the work considerable assets were accumulated in machinery, dredges and other materials, lands were acquired on Courtenay Bay, and it is alleged that the company is negotiating with the Dominion Government and W. H. Brown, acting for himself and other parties, for the sale and transfer of these properties.

Masters' and Mates' Examinations.—The following certificates have been granted: W. C. Jordon, Collingwood, Ont., master, passenger steamship, coasting; J. Preston, Midland, Ont., master, inland waters; Jas. Gunn, Owen Sound, Ont., mate, passenger steamship, inland waters; J. A. Lethbridge, Owen Sound, Ont., mate, passenger steamship, inland waters.

The s.s. Fernfield's Stranding Recalled.

The Liverpool Journal of Commerce, in commenting recently on the stranding of the British s.s. Fernfield on Battery Point shoal, Louisburg, N.S., says: "At the subsequent enquiry held before Capt. Demers, the Canadian Wreck Commissioner, it was proved, through the able defence of solicitors who acted in the service of the Mercantile Marine Service Association, that the log books had been properly kept and supervised, and as a result of their able defence, the certificate of the master was not dealt with, and he himself was exonerated from all blame, a happy result, which has given much gratification to the council of the Mercantile Marine Association, who are constantly pointing out the dangers and difficulties attendant on navigation in these waters."

The court's judgment in this enquiry was summarized in Canadian Railway and Marine World, at the time, as follows: "From the evidence adduced the court found that from the time the vessel left St. John, N.B., on July 1, until it reached Louisburg light, the master exercised all the necessary and proper precautions in navigating, but in that neighborhood, under the weather conditions existing, he omitted to include in his calculations the possible influence of wind on his starboard, in heading for the light on the wharf, and also that in turning around close to the buoy, a mistake was made. It therefore found that he erred in judgment, but not in a culpable manner, and therefore did not deal with his certificate, nor reprimand him, but cautioned him to be more careful in the future, in entering harbors with which he is not well acquainted. The logs were examined and found properly kept and supervised."

The Liverpool paper's criticism might have passed without comment from this side, regardless of its inaccuracy, but for the matter contained in the last few lines. This would convey that the "dangers and difficulties" were more responsible for the casualty than the error of judgment on the part of the master, and would be liable to give other masters the impression that they may continue the careless and slipshod methods of navigation, which the Wreck Commissioner's courts, for several years past, have been condemning. The master was not exonerated from all blame in the casualty under notice. It was found that he erred in judgment, but not in a culpable manner and was cautioned to be more careful in future.

Lights on Bridges Over Navigable Waters.—An order in council has been passed providing that no plan and description of a fixed bridge over navigable waters (not a canal) submitted to the Public Works Department for approval shall be approved unless they indicate a fixed white light on each side of every channel to be navigated through the fixed bridge, such lights, of an intensity to be approved by the Marine Department, to be maintained by the owner of the bridge during every night from sundown to sunrise during the entire navigation season.

Sufficiently Obvious.—A Petrograd press dispatch states: "In an explosion on an icebreaker persons have been killed and injured." Local press comment states that the number of casualties has evidently been struck out by the censor.