

It is a duty which our Government may well undertake at the earliest possible moment, to secure a hydrographic and topographic survey of the St. Lawrence, so that accurate estimates of cost may be made and proper regulations may be drawn up, so to regulate proposed power developments owned by private corporations that each may be brought into a component part of the completed whole."

### Great Lakes Protective Association.

This Association, at its annual meeting in Detroit, Mich., recently, decided not to increase its share of insurance risk upon vessels owned by members of the association, unless future developments in the European war made such action necessary. The association furnishes 25% of this insurance. Foreign companies are prominently represented among the underwriters, who insure the association's vessels for the other 75%. Marine men argued before the convention that the percentage of loss has been so small the association should increase its share of the risk to 50%. The majority of the members voted, however, to make no change at present unless conditions abroad make it advisable to reduce the amount of insurance given to foreign underwriters. The advisory committee was authorized to watch developments in Europe and to call a meeting of the association if it should be thought advisable, to change the insurance system.

As proof that the association has been successful in lowering insurance charges J. S. Ashley, chairman of the committee, presented figures showing the actual cost each year from 1905 to 1914 for full hull insurance on the steamship L. C. Hanna, the period covering five years preceding and five years subsequent to the beginning of the association. This vessel came out in 1905. Her gross registered tonnage is 6,356. She has been insured for her full hull insurance value ever since. Following is the actual cost to her owners each year, including commissions paid to brokers from 1905 to 1914 inclusive:

| Cost.             | Cost.             |
|-------------------|-------------------|
| 1905.....\$10,702 | 1910.....\$17,946 |
| 1906.....11,686   | 1911.....16,830   |
| 1907.....11,642   | 1912.....16,307   |
| 1908.....16,200   | 1913.....14,742   |
| 1909.....16,200   | 1914.....11,477   |

There was a steady increase in cost from 1905 up to and including 1910, the year following the formation of the association, and that this increased cost in 1910 was approximately \$7,000 more than it was in 1905 or 68%. There has been a steady decrease since 1910 and the 1914 cost was very nearly down to the cost of 1905. The figures of 1913 include an extra assessment of \$1,642 made by the association and which was necessary on account of the terrible disaster of Nov. 9 in that year. No credit has been taken in any of these years for profits which have been made on the percentage insured by the association. Had this profit been deducted from 1914 the cost for that year would show at approximately \$9,977.

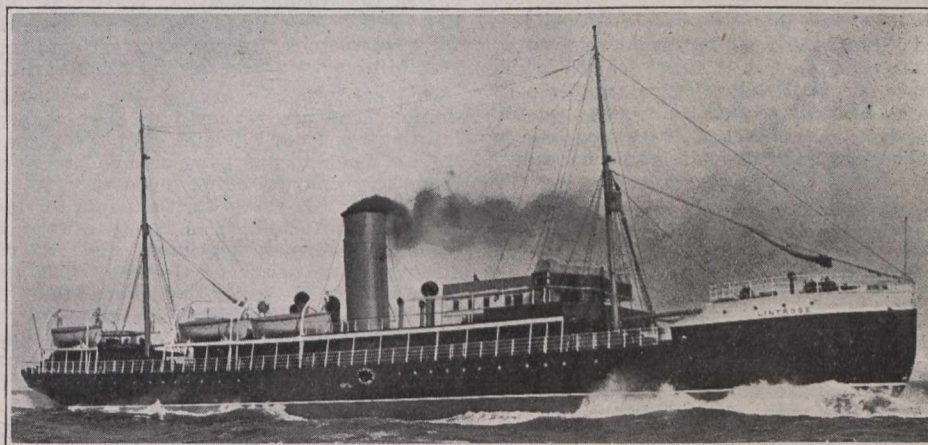
Nineteen fourteen was a lean year for Great Lakes vessel owners, due to reduction in the ore movement, which showed a decrease of 34% from 1913, according to the report of W. Livingstone, President of the Lake Carriers' Association. Fifty-four sailors lost their lives in shipwrecks, which was "a rather high average," in the words of the President. Twenty-five vessels were lost during the season.

The New York State Barge Canal will, it is announced, be in operation for 78 miles west of the Hudson River during the coming summer, and the entire canal from the Hudson River to Lake Ontario will be ready for operation during the summer of 1916.

### Russian Government Purchases Reid Newfoundland Co's s.s. Lintrose.

It is announced from St. John's, Nfld., that the Russian Admiralty has purchased the Reid Newfoundland Co's s.s. Lintrose, for icebreaking service in the neighborhood of Archangel. It is stated that negotiations were commenced some time ago, but were suspended owing to the Dominion Government's offer of the icebreaking s.s. Earl Grey, which was purchased and sent to Russia, but was not successful in keeping the harbor open. The negotiations for the Lintrose were then resumed and the vessel was taken from the Port aux Basques-North Sydney route for inspection and test at St. John's before a representative of the Russian Embassy at Washington, D.C., and a shipbuilding expert from the U. S., and the purchase was completed.

She was built at Newcastle upon Tyne, Eng., in 1913, and was specially designed for operation in heavy ice. Her dimensions are, length 255 ft., beam 37 ft. She is equipped with single screw triple expansion engines, supplied with steam by four large boilers under forced draught, and is capable of running at 15½ knots an hour. Excellent passenger accommodation is pro-



The Steamship Lintrose.

vided for 30 first class and 150 second class passengers, with electric lighting and all up to date equipment.

**Toronto Harbor.**—Work on the improvement will go on this year without interruption, \$1,000,000 being provided. The Secretary, A. Lewis, made the following statement, recently: "When the war began we interviewed the Government and were assured that the money to carry on the work would be forthcoming this year. A million was voted last year, of which \$200,000 was left over as a balance, and is included in the million just put into the estimates. The contracts will be proceeded with. We have 3,700 ft. of the western seawall cribbed, and this will be capped with cement and the cribwork extended by 5,000 ft. in front of Parkdale, 65 ft. of substructure in the channel for the industrial district was placed last year and will be capped this year. The former wall will cost \$80 a lineal foot, the eastern wall \$120."

**War Insurance.**—An Ottawa report states that the Department of Marine is considering a scheme of war insurance, to be worked by the Government, or under Government guarantees. It is also stated that steps will be taken to secure the release of some of the vessels held as prizes, for operation on the Canadian route, in order to relieve the shipping situation caused by the deficiency of tonnage due to the Admiralty requirements.

### The Grounding of the s.s. Assiniboia.

The enquiry into the cause of the grounding of the C.P.R. s.s. Assiniboia on Bad Neighbor Shoal, Cove Island, Georgian Bay, on July 2, 1914, was held at Toronto, Feb. 18, before Capt. L. A. Demers, Dominion Wreck Commissioner, with Capt. J. D. Foote and H. W. LaRush, as nautical assessors. The judgment was as follows:—

After carefully reviewing the evidence adduced, we have come to the conclusion that the master of the Assiniboia adopted every method to navigate his vessel carefully, but owing to the current which he was not aware existed at the time, as they are irregular, it is evident that his vessel drifted from the course he thought he was making. Whilst we maintain that the fog horn is a secondary aid to navigation, and the sounds cannot be absolutely relied upon, owing to air currents and prevailing winds deflecting the sounds and giving a navigator possibly a wrong impression of his position, it behoves masters of ships to adopt the greatest measures of precaution. In this instance these measures were adopted and had the fog horn been sounded it is possible the mishap would not have happened, and we cannot but exonerate the

master from all blame with regard to the grounding of his vessel. The court has much pleasure in making the statement that it is the first time it has had the opportunity of examining a log, so carefully and neatly kept, without erasures or marginal notes.

With regard to the lighthouse keeper we cannot but state that he has performed his duties in a very perfunctory manner. He has absolutely disregarded the regulations which have been submitted to him with respect to keeping 20 lbs. pressure on the reserve tank in order to be able, in as short a time as possible, to operate the fog horn, which is absolutely necessary, as fogs come down very suddenly in that district. Also the fact of placing in charge a boy of 16 years, apparently intelligent, but not realizing the importance of the work he had to perform, is a very grave danger to the safety of shipping at that place, and does not meet with the requirements of rule 4, which says that at least one competent, able bodied man must be in charge at all times. On the whole we cannot express any other opinion than that there has been negligence, not only on this occasion, but on others which have been proved by witnesses.

The Canadian Society of Civil Engineers' Victoria Branch opened its new quarters in the Belmont House, Victoria, B. C., Feb. 5, with a reception and entertainment.