

The Launching of the Steamship Calgarian.

The Canada Interlake Line's steamship Calgarian was launched at Port Arthur, Dec. 28. She is built of steel on the Isherwood system of longitudinal construction, which, while permitting of a lighter build, gives a greater cargo carrying capacity, by at least 5% over that obtained by the ordinary methods. Her dimensions are:—Length, 244 ft. between perpendiculars, and 257 ft. over all; beam, 42½ ft.; depth, moulded, 26½ ft. She is equipped with triple expansion engines with cylinders 18, 29 and 48 ins. diam., by 40 ins. stroke, supplied with steam by two Scotch boilers, 11½ ft. diam. by 11½ ft. long, at a pressure of 180 lbs., steam steering gear, etc.

The vessel has been built as a cargo carrier entirely, and the most up to date appliances have been installed for the expeditious handling of freight. It is anticipated that she will be handed over to the owners early in February.

Vessels Removed From the Register.

The following vessels were removed from the register during December, for the reasons assigned:—Steam,—Aloha, Vancouver, 11 tons, lost; Babine, Vancouver, 16 tons, burnt; Bessie Ardella, St. Andrews, N.B., 12 tons, sold to foreigners; Blandford, Quebec, Que., 27 tons, broken up; Cecilia L, Montreal, 115 tons, foundered. Sailing,—Aaron, Ottawa, 144 tons, broken up; Bessie G., Parrsboro, N.S., 69 tons, wrecked; Black Prince, Yarmouth, N.S.; Calumet, Ottawa, 154 tons, broken up; Clarke, Ottawa, 145 tons, broken up; E. Merriam, Parrsboro, N.S., 331 tons, wrecked; Garnet, Yarmouth, N.S., 27 tons, broken up; Grant, Ottawa,

146 tons, broken up; Grenville, Ottawa, 154 tons, broken up; Hustler, Charlottetown, P.E.I., 13 tons, broken up; Joy Folger, Sydney, N.S., 17 tons, transferred to Newfoundland; Laura, Port Hawkesbury, N.S., 13 tons, broken up; P. Girard, Ottawa, 142 tons, broken up; Phantom, Chatham, N.B., 17 tons, lost; Stratheona, Windsor, N.S., 251 tons, transferred to Bahama Islands.

Aid Asked for Shipbuilding in Canada.

A deputation of shipbuilders from various points of the Dominion waited on the Premier and other members of the Government at Ottawa Jan. 21 to urge the desirability of subsidizing the trade in some way as a protection against outside competition.

The deputation pointed out that some \$20,000,000 is invested in the business in Canada, and urged that a subsidy, or tariff equivalent, to the extent of 20% of the cost of building iron and steel vessels should be granted by the Government, in order to prevent the practical disappearance of the trade. It was claimed that with the tariff of 25% for repairs against the U.S., conditions on the Great Lakes still allowed most of the repair business to go to U.S. ports, and against British competition there was no protection, though the cost there on account of lower wages and lower cost of a great part of the raw material was much cheaper. In order to meet competition, a bonus per gross ton and a subsidy on contract cost were suggested as the only means of developing the industry. It was also stated that Canadian shipbuilding companies on the Great Lakes had to confine themselves to the building of such vessels as could not be built in Great Britain and sent through the St. Lawrence canals, and that on a vessel costing \$120,000 to build,

Canadian companies were taxed about \$12,000 in duties on fittings and raw material.

The Premier stated that when in Great Britain last year, he was told that the cost of shipbuilding was steadily increasing there, and he was under the impression that in the course of the next decade or so it might approximate to the Canadian prices. He said that he had never been able to obtain from Canadian shipbuilders a statement as to how long a bounty would have to be paid before the industry could be said to be on a self supporting basis, but he was impressed with the importance of the situation, and with his colleagues would take the matter under serious consideration.

Essential Feature of the Diesel Engine.—

In the course of a paper recently read at Berlin, Dr. Diesel denied that the essential feature of the Diesel process was the autoignition of the fuel. He stated that motors in which the autoignition of the fuel took place were in use before the Diesel process came into being; indeed, he had never laid a claim to autoignition in any of his patents. What he was aiming at was a process in which heat was utilized to the highest possible extent, and autoignition became embodied in the process incidentally during the evolution of the design. "The height of compression," said Dr. Diesel, "was not determined by the ignition limits of the fuel, but solely by the endeavor to obtain the highest possible figure for economical fuel utilization."

It is authoritatively stated that the German navy is having a twin screw Diesel marine engine, which will consist of two sets of six cylinder, double acting engines, each set giving 12,000 horse power, or 2,000 h.p. per cylinder.

List of Steam Vessels Registered in Canada during December, 1912.

No.	Name	Port of Registry	When and Where Built	Length	Breadth	Depth	Gross Tons	Reg. Tons	Engines, Etc.	Owner or Managing Owner
120657	Alva D.	Midland, Ont.	1912 Penetanguishene, Ont.	43 4	10 2	5 6	22	15	7 n.h.p. sc.	P. Dupuis, Penetanguishene, Ont.
131200	Casarco No. 8.	St. Andrews, N.B.	1912 Comeauville, N.S.	45 3	12 6	5 7	16	11 13	" "	Canadian Sardin Co., St. Andrews, N.B.
133781	Casarco No. 9.		1912	45 3	12 6	5 7	16	11 13	" "	" "
130595	Evangelina	Halifax, N.S.	1912 Govan, Scotland	350 7	46 0	22 6	4300	2442	854 " "	Can. Atlantic & Plant Steamship Co., Halifax, N.S.
133716	G. R. Hughes	Vancouver, B.C.	1912 Oakland, Cal.	68 4	15 7	7 0	42	29 7½	" sc.	S. Cullington, et al., Vancouver, B.C.
131014	Geo. Wm. Smith	Quebec, Que.	1903 Levis, Que.	51 6	11 5	4 5	23	14 3	" "	J. Ferguson & Co., St. Marie de Sayabec, Que.
131052	Hamiltonian	Port Arthur, Ont.	1912 Port Arthur, Ont.	257 0	42 5	23 4	2347	1277	119 " "	Canadian Interlake Line, Toronto
133713	Hardy Bay	Vancouver, B.C.	1910 Vancouver, B.C.	26 5	6 0	3 0	5	3 3½	" "	H. Browning, Vancouver, B.C.
131114	Henri R.	Montreal		78 3	25 1	5 7	101	63 4½	" "	Harbor Commissioners of Montreal
131201	Dydia May	Liverpool, N.S.	1912 Shelburne, N.S.	74 4	17 7	8 2	41	39 2½	" "	D. C. Mulhall, M.O., Liverpool, N.S.
131088	Masaba	Toronto	1891 Chicago, Ill.	200 1	40 0	25 0	1913	1267	156 " "	J. & J. T. Matthews Co., Toronto
133714	Moose II	Vancouver, B.C.	1911 Vancouver, B.C.	33 2	7 8	3 0	8	5 3	" "	E. Strong, Vancouver, B.C.
131091	Nellie Viola	Shelburne, N.S.	1912 Shelburne, N.S.	71 0	18 0	7 8	43	40 1½	" "	J. T. McKenzie, M.O., Jordan Ferry, N.S.
131167	Ovila	Lunenburg, N.S.	1912 Tancook, N.S.	49 2	13 5	7 0	24	23 1	" "	G. Henneberry, M.O., Sambro, N.S.
129557	Robert Dollar	Victoria, B.C.	1911 Port Glasgow, Scotland	410 3	54 0	27 1	5356	3420	257 " "	Dollar Steamship Lines, Ltd., Victoria, B.C.
130993	Shippegans Best	Chatham, N.B.	1912 Shippegan, N.B.	43 0	10 0	4 8	13	10 3	" "	W. S. Loggie Co., Chatham, N.B.
133661	Una E. Hart	Halifax, N.S.	1912 Sambro, N.S.	49 2	14 0	7 0	24	22 1	" "	J. L. Hart, Sambro, N.S.

x Foreign name "Rosine."

List of Sailing Vessels and Barges Registered in Canada during December, 1912.

No.	Name	Port of Registry	Rig.	When and Where Built	Length	Breadth	Depth	Reg. Tons	Owner or Managing Owner
133711	A. M. 10	Vancouver, B.C.	Scow	1909 Vancouver, B.C.	77 2	32 0	7 6	170	William W. White, Vancouver, B.C.
130577	Ajax H.	Halifax, N.S.	Dredge	1907 Halifax, N.S.	55 0	20 6	6 0	98	Nova Scotia Dredging Co., Halifax, N.S.
133715	Cullelva	Vancouver, B.C.	Sloop	1912 Hong Kong, China	50 2	11 0	5 4	27	W. Farrell, Vancouver, B.C.
133712	D. G. 4		Scow	1912 Eburne, B.C.	81 8	32 0	9 0	242	Dewdney Gravel Co., Vancouver, B.C.
130599	Ferguson	Halifax, N.S.	Dredge	1912 Welland, Ont.	80 3	36 4	8 0	387	Halifax Dredging Co., Halifax, N.S.
133686	G. Q. L. No. 1	Victoria, B.C.	Barge	1911 Victoria, B.C.	90 0	30 0	8 0	168	D. Leeming, Victoria, B.C.
133687	" 3	"	"	1911	90 0	30 0	8 0	168	E. A. Carew-Gibson, Vancouver B.C.
133688	" 4	"	"	1912	95 0	32 0	8 0	193	G. P. Roberts, Victoria, B.C.
133689	" 5	"	"	1912	95 0	32 0	8 0	193	" "
133690	" 6	"	"	1912	90 0	30 0	4 0	173	D. Leeming, Victoria, B.C.
133717	McB. No. III	Vancouver, B.C.	Scow	1912 N. Vancouver, B.C.	75 1	30 1	8 0	148	T. G. McBride, Vancouver, B.C.
131169	Mary D. Young	Lunenburg, N.S.	Schr.	1912 Lunenburg, N.S.	114 2	26 3	10 2	99	J. B. Young, Lunenburg, N.S.
131168	N. A. F.		"	1912 Tancook, N.S.	48 0	13 5	7 0	24	A. Couturier, B.Halifax, N.S.
115392	Nyanza	Sydney, N.S.	"	1902 Belleoram, Nfld.	43 1	13 8	5 0	15	G. Houldridge, North Sydney, N.S.
131215	Quincy		Dredge		71 2	30 1	8 0	146	Atlantic Dredging Co., Louisburg, N.S.
133691	Sadie No. 10	Victoria, B.C.	Barge	1911 Victoria, B.C.	90 0	32 0	8 6	183	Victoria Tug Co., Victoria, B.C.
133692	Sadie No. 11		"	1911	90 0	32 0	8 0	183	" "
131166	W. Cortada	Lunenburg, N.S.	Schr.	1912 Lunenburg, N.S.	117 2	26 3	10 4	108	E. Backman, M.O., Lunenburg, N.S.
130600	Willie Roy	Halifax, N.S.	"	1906 Tancook, N.S.	44 0	11 8	5 6	13	A. Sullivan, Herring Cove, N.S.