

Canada Interlake Line Limited.

This company has been formed with head office in Toronto, to take over the business of the Canadian Interlake Line, Ltd., incorporated last year as a consolidation of the interests connected with the Merchants Mutual Line. The directors are:—M. J. Haney, Toronto, President; R. M. Wolvin, President, Standard Shipping Co., Winnipeg, Vice President; H. Munderloh, Montreal, E. H. Ambrose, Hamilton, Ont., J. F. M. Stewart, T. Bradshaw and J. W. Noreross, Managing Director, Toronto.

The capitalization is \$3,000,000, viz., 7% cumulative preference stock, authorized \$1,500,000, issued \$1,000,000; common stock, authorized \$1,500,000, issued \$1,000,000.

Preference shares are preferential, both as to assets and cumulative dividends, at the rate of 7% per annum, and are redeemable at 110. The preference shareholders have the right to elect two of the seven directors. The charter provides that a reserve fund which may be used in the business, shall be established out of the earnings at the rate of 3% per annum on the amount of the outstanding preference capital. This transfer is to be cumulative and made before payment of any dividend on common stock. When the fund reaches 50% of the total outstanding preference stock, it is to be so maintained, and if at any time it is drawn upon for the contingency against which it is provided, it is to be restored and maintained as before.

The amount of underlying bonds is \$720,000, and there is mortgage indebtedness of \$66,432. Three of the 14 vessels are free of encumbrance. The value of seven of the vessels as fixed by appraisal, and of the additional vessels by the purchase prices, is \$1,851,958.

The first dividend on the preference shares is to be paid April 1, for the quarter commencing Jan. 2. Thereafter preference share dividends will be paid quarterly. In view of the large earnings for the past season, and the valuable freight contracts held by the company, combined with the generally favorable business prospects, the directors propose to place the common stock on a dividend paying basis from July 1 next, at the rate of 5% per annum, payable quarterly, the first payment to be on Oct. 1 for the quarter then ending.

To the vessels operated last season, and now taken over, there have been added eight more, three of which were acquired from the Canadian Lake Transportation Co., viz.:—Kenora, Regina and Tagona; three have been acquired from the United States, the Cadillac, Mars and Pioneer; one, Calgarian, has been built at Port Arthur, Ont., and one, Fordonian, is a Diesel engined vessel, recently built at Glasgow, Scotland, thus making 14 vessels owned by the new company, which is said to be the largest Canadian company engaged entirely in freight lake transportation. Following are condensed descriptions of the vessels:—

Canadian and Acadian, sister vessels, built in 1907 and 1908, respectively, at Newcastle and Glasgow; double deck, modern construction, steel, side ports, length 248 ft., beam 43 ft.; engines, Canadian, triple expansion, 19-32-52 x 36 ins.; Acadian, 18-30-50 x 36 ins.; tons burden, 3,550, carrying capacity, 120,000 bush.

A. E. McKinstry, built in 1910 at Glasgow, single deck with raised quarter deck, modern construction, steel, length 250 ft., beam 42¾ ft.; engines, triple expansion, 17-28-48 x 36 ins.; tons burden, 3,250; carrying capacity, 115,000 bush.

Renvoyle, built in 1910 at Glasgow, single deck with fore-castle and raised quarter deck, modern construction, steel, length

250 ft., beam 42 ft. 7 ins.; engines, triple expansion, 17-28-46 x 33 ins.; tons burden, 3,100; carrying capacity, 100,000 bush.

D. A. Gordon, built in 1910 at Glasgow, length 249 ft., beam 43 ft.; capacity, 120,000 bush.

Hamilton and Calgarian, built in 1912 at Port Arthur, Ont., double deck, modern construction, steel, length 250 ft., beam 42½ ft.; engines, triple expansion, 18-29-48 x 40 ins.; tons burden, 3,550, carrying capacity, 120,000 bush.

Fordonian, built in 1912 at Glasgow, double deck, modern construction, steel, side ports, length, 250 ft., beam 42½ ft.; engine, two cycle Diesel, four cylinders 18½ x 32¼ ins.; tons burden, 3,650; carrying capacity, 130,000 bush.

Regina, Kenora and Tagona, built in 1907, 1907 and 1908, at Dumbarton, length 249½ ft., beam 42½ ft.; carrying capacity, 105,000 bush.

Cadillac, built in 1892 at Cleveland, Ohio, length 230 ft., beam 30 ft.; engines, triple expansion, 15-25-42 x 30 ins.; carrying capacity, 110,000 bush.

Mars, built in 1901 at Lorraine, Ohio, length 346 ft., beam 48 ft.; engines, triple expansion, 22-33-50 x 42 ins.; carrying capacity, 187,500 bush.

Pioneer, built in 1892 at Cleveland, Ohio; length 226 ft., beam 35 ft.; engines, triple expansion, 20-35-54 x 42 ins.; carrying capacity, 90,000 bush.

Of the foregoing vessels, the Calgarian and Fordonian will be ready for operation by the opening of navigation.

Actual earnings from operation of nine vessels for the season 1912, up to Nov. 30, were \$211,270, although two of the vessels were not available until July. The estimated earnings from the end of November to the close of navigation will bring the total earnings of the nine vessels to \$225,270 for 1912. The net earnings of the 14 vessels of the fleet for 1913 have been estimated by the Managing Director, J. W. Noreross, at \$348,000. Deducting from this interest and sinking fund on bonds of \$113,750, there is left a balance of \$234,250, which represents 23.4% on the preference capital, or over three times the dividend thereon. After providing the dividend on the preference capital and the special reserve of 3%, there is a surplus of \$134,250, or over 13% on the common stock. This is after payment of \$67,000 out of profits for the sinking fund.

Considerable of the company's tonnage is protected by contracts which have from three to seven years to run. Under these contracts 180,000 tons of west bound freight were handled in 1912, and prospects for even an increased tonnage in the future are most encouraging. The company also has a contract, for each of the next three years, for the transportation of pulpwood for four boats for the four months of the season of navigation when tonnage is slackest.

\$950,000 of the 7% cumulative preference stock was offered to the public in December at par with a bonus of 15% of common stock.

Work has been started on the cement bases of the 80 new tile and concrete tanks which are to be added to the Canadian Northern Ry. elevator at Port Arthur, Ont. The elevator now has 160 storage tanks.

In connection with the construction of the White Star s.s. Olympic, which is being built with an inner shell, it has been found necessary to increase the space between the inner and outer shells from 2½ to 3 ft., as the riveters could not work in the narrow space. This, it is said, will decrease the available capacity of the vessel by about 100,000 cub. ft.

Stranding of s.s. Gladstone.

The following judgment re the stranding of the Norwegian s.s. Gladstone, under charter to the Nova Scotia Steel and Coal Co., on the Island of Orleans, near Quebec, Nov. 6, was delivered by the Dominion Wreck Commissioner, Commander H. St. G. Lindsay, and concurred in by Capt. F. Nash and Commander I. B. Miles, as nautical assessors.

The stranding was caused by the gross incompetency of the pilot, J. A. Dupil, as his action in porting for a bright light on his starboard bow was directly contrary to the Rules of the Road, and showed a total disregard for the safety of the vessel, knowing, as he ought to have done, the close proximity of the shore to the northward. His statement that he would do the same thing again under similar circumstances, shows that he is thoroughly unfitted for the position of pilot and a menace to the navigation of the St. Lawrence. It is the unanimous opinion of the court that the vessel also touched ground when off Goose island reef, and his license is therefore cancelled. The court desires to call attention to the gross negligence of the master in leaving his vessel altogether in the hands of the pilot and to the very poor system of navigation carried on board, with regard to compass corrections and lookout. It is, unfortunately, unable to deal with the master's certificate, but recommends that a copy of the evidence and this finding be submitted to the Norwegian government.

Size of Boats for Erie Canal.

A commission of New York state officials and others is holding public hearings for the purpose of obtaining expressions of opinions regarding the size of boats to be used in transportation on the Erie canal, as well as matters of operation. The original size of boats proposed for the canal was 150 ft. long, 25 ft. beam and 10 ft. draft, having an approximate carrying capacity of 1,000 tons; hence the name 1,000 ton barge canal.

The original width of the locks was 28 ft.; this has been changed to 45 ft. The normal canal prism is 75 ft. bottom width, 123 ft. water width and 12 ft. depth, which gives an area of 1,188 sq. ft. The cross sectional area of the proposed boat is 250 sq. ft., which gives a ratio of 4.75. There are isolated sections of the canal, in the Clyde, Seneca and Mohawk rivers, as also in Oneida lake and elsewhere, where the channel width is 200 ft., more or less. On account of the width of the locks and these isolated sections it has been proposed by some that boats 40 ft. wide should be allowed to be used. With the same displacement (cross sectional area) the draft would be 6¼ ft. It is feared by some that these wide boats would interfere seriously with traffic while navigating the normal channel, generally in passing. In order to maintain the ratio of 4.75, area of boat immersed to canal prism area, the draft of 6¼ ft. cannot well be exceeded.

As the canal prism is the same on curves as on tangents (there being no widening) further complications would arise in the curved portions, which constitute a large part of the canal. Had the original width of the locks been preserved, the problem of proper size of boats would be easily solved, but with wide lock and narrow prism it is one of much speculation.—E. Low, in Engineering News.

The elevator men at Fort William and Port Arthur, Ont. have arranged to form a Grain Shippers' Association in order to protect their interests.