

lowing officers for 1913:—L. Henderson, President; A. E. Mathews, 1st Vice President, and H. W. Richardson, 2nd Vice President.

Deputation to Marine and Fisheries Committee.

The various representatives of steamship companies attending the Association's meeting appeared before the House of Commons Committee on Marine and Fisheries to discuss the bill respecting radiotelegraphy now before the house. The Minister of Marine and Fisheries, Hon. J. D. Hazen, explained that it was proposed to alter section 4 of the bill to read as follows:—

"4. From and after July 1st, 1913, no passenger steamer, whether registered in Canada or not,

"(a) Licensed to carry 50 or more persons, including passengers and crew, and plying between ports or places more than two hundred nautical miles apart, or

"(b) Licensed to carry 250 or more persons, including passengers and crew, and plying between ports or places more than 90 nautical miles apart, or

"(c) Licensed to carry 500 or more persons, including passengers and crew, and plying between ports or places more than 20 nautical miles apart—

shall leave or attempt to leave any Canadian port unless such steamer is equipped with an efficient radiotelegraph apparatus, in good working order, capable of transmitting and receiving messages over a distance of at least 100 nautical miles by night and by day, in charge of a person fully qualified to take charge of and operate such apparatus.

"2. The owner, master or other person in charge of any passenger steamer which leaves or attempts to leave any Canadian port contrary to the provisions of this section, shall, on summary conviction, be liable to a fine not exceeding \$1,000 and costs, and such fine and costs shall constitute a lien upon such passenger steamer.

"3. This section shall not apply to passenger steamers while plying on the rivers of Canada, including the River St. Lawrence as far seaward as a line drawn from Father Point to Point Orient, or on the lakes of Canada other than Lakes Ontario, Erie, Huron (including the Georgian Bay), and Superior."

The Minister having explained the bill, F. King, the Association's Counsel, said that the bill as originally introduced, which exempted passenger steamboats plying between ports not more than 200 miles apart, was satisfactory, but the proposed changes would impose a great burden on the Niagara River line and the Toronto-Hamilton Line, where were really ferries. C. J. Smith, General Manager, Richelieu and Ontario Navigation Co., supported Mr. King's contention and urged that the lines between Toronto and Niagara and Toronto and Hamilton should be exempted. H. H. Gildersleeve, Manager, Northern Navigation Co., asked exemption for vessels on Georgian Bay. J. H. Lauer, Manager Canadian Marconi Wireless Telegraph Co., explained the terms on which that company equips vessels with wireless apparatus and operates the same. After a short discussion the committee decided to amend the suggested amendments to the bill so as to exempt from its operation vessels running on the Bay of Quinte, between Toronto and Hamilton and on Georgian Bay and the north channel thereof.

Dinner at the Ottawa Golf Club.

In the evening the representatives attending the meetings, accompanied by a number of guests, went by special cars on the Hull Electric Ry., to the Ottawa Golf Club, where they enjoyed a most excellent dinner. J. Playfair, the Association's retiring President, occupied the chair. The

speakers included Hon. Frank Cochrane, Minister of Railways and Canals, who made the important announcement that a start will be made this year on the construction of the new Welland Canal and that the depth at the gates will be 30 ft. though the whole canal will not be dredged to that depth at first. The Sault Ste. Marie Canal is 24½ ft. deep; Hon. J. D. Hazen, Minister of Marine and Fisheries, who dealt with a large number of matters affecting his department and who announced in connection with the deepening of the Quebec-Montreal channel to 35 ft., that should it be found necessary to do so, compensating works would be constructed to prevent any lowering of water in Montreal Harbor and further up stream; and the Hon. S. Hughes, Minister of Militia. Among the other speakers were H. W. Richardson, Kingston, Ont.; A. A. Wright, Toronto; F. King, the Association's Counsel; F. Cook, ex-mayor of Ottawa; G. A. Tomlinson, Duluth, Minn.; W. E. Campbell, Detroit River Steamers; C. A. Magrath, International Waterways Commissioner; F. F. Pardee, M.P.; W. P. Anderson, Chief Engineer Marine and Fisheries Department; G. J. Desbarats, Deputy Minister Naval Service; J. B. Hunter, Deputy Minister Public Works; F. C. T. O'Hara, Deputy Minister Trade and Commerce; J. A. Currie, M.P., and Acton Burrows, Managing Director, Canadian Railway and Marine World.

The Farrar Transportation Company, Limited.

Following are extracts from the report for the year 1912 of this company, which has its headquarters at Collingwood, Ont., and operates the steamships Collingwood and Meaford on the upper lakes.

A dividend of 10% has been paid for the year, and a bonus of 5% from the amount received in settlement of claim against the Craig Steamship Co., Cleveland, Ohio.

The bonded indebtedness on the s.s. Collingwood has been reduced from \$108,000 to \$94,000, \$14,000 having been paid on the principal maturing in 1912 and \$5,050 interest on bond issue. These two items, aggregating \$19,050, were provided for out of earnings and equal approximately 7¾% on the capital stock.

The net profits for 1912 show an increase of 112% over 1911 and an increase of 147% over 1910.

The assets over liabilities have reached \$140,067.40, which makes the intrinsic value of the stock \$156 a share.

The s.s. Meaford went into commission May 1 and was kept steadily engaged until Dec. 3, when she went into winter quarters at Collingwood, after concluding the most successful season in her history. She carried 25,000 tons of iron ore, 3,000 tons of coal, 12,000 tons of pig iron and 1,800,000 bushels of grain, netting slightly over 20% on her cost.

The s.s. Collingwood started running May 1, and she concluded her banner year and went into winter quarters at Port Colborne, Dec. 12. She carried 145,000 tons of iron ore, 12,000 tons of coal, 2,200,000 bushels of grain, netting approximately 20¾% on her cost.

ASSETS.	
Two steamships	\$405,198.73
Office furnishings	448.84
Royal Bank	83,365.50
	\$489,013.07
LIABILITIES.	
Detroit Trust Co.	\$94,000.00
Prindville and Co.	4,945.67
Shareholders	250,000.00
Assets over liabilities	140,067.40
	\$489,013.07

Gross earnings for season	173,181.35
Expenses, fuel, wages, insurance, provisions, etc.	90,582.40
Net earnings	\$82,598.95
General expense	\$4,314.78
Interest	4,945.64
	\$9,260.42
Net profit	\$73,338.53

The directors for the current year are: President, T. I. Thomson, Owen Sound, Ont.; Vice President, E. R. Wayland, Fort William, Ont.; Secretary-Treasurer, G. E. Fair, Collingwood, Ont.; other directors, E. Stubbs, Sault Ste. Marie; D. D. Lewis, Lorain, Ohio; W. E. Allen, Toronto; W. T. Toner, G. R. Pearsall, Collingwood; M. Snetsinger, Thornbury, Ont.; J. Shultis, Port Colborne, Ont.

Launching of the Reid Newfoundland Company's Steamship Lintrose.

The passenger and freight steamship Lintrose, which is being built at Newcastle-on-Tyne, Eng., for the Reid Newfoundland Co., to run between Port aux Basques, Nfld., and North Sydney, N.S., was launched Jan. 21 by Miss Lois Reid, daughter of W. D. Reid, President of the R.N. Co., who was also present with his wife.

The Lintrose is 255 ft. long by 37 ft. beam. She is finely modelled, and is exceptionally strongly constructed for running through ice, which she will frequently encounter on her service. She will be fitted with single screw triple expansion engines supplied with steam by three large boilers, and the machinery is expected to propel her at a speed of 15½ knots an hour. She will be fitted with electric light, steam heating and wireless telegraph apparatus, and she is to have accommodation for over 80 first class passengers, including three special rooms for one passenger each and a ladies' room holding ten. There will be a smoking room on the promenade deck, and a dining saloon and ladies' room on the shelter deck, all amidships. In the after part there will be accommodation for 150 second class passengers. Both the promenade deck and the shelter deck will form spacious promenades for passengers.

Prince Edward Island Car Ferry.

The Minister of Railways and Canals stated in the House of Commons recently that an order in council had been passed awarding a contract to Sir W. G. Armstrong Whitworth & Co., Newcastle-on-Tyne, Eng., for the construction of a car ferry to run between New Brunswick and Prince Edward Island, the same to have 7,000 indicated horse power.

Four tenders were received as follows:—Sir W. G. Armstrong Whitworth & Co., Newcastle-on-Tyne, Eng., £138,000; Canadian Vickers, Ltd., London, Eng., two tenders, no. 1, £112,480; no. 2, £110,700; Swan, Hunter & Wigham Richardson, Wallsend-on-Tyne, Eng., £140,000.

It is expected the vessel will be completed and the service commenced some time during 1914. Plans, specifications and estimates for the necessary piers are being prepared.

In reference to the horse power above mentioned, we are officially advised as follows:—"This car ferry, being designed for use under the worst possible ice conditions to be met with in the Straits, is provided with the above mentioned high power to cope with these conditions. Under less trying conditions and in open water much less power is required. To meet these varying conditions the power is derived from three sets of engines, furnished with steam from six boilers."