

with steam heating coils, while the oil is filtered, on its way to the fuel pumps of the main engines, through 15 gallon filters in the engine room. In all 105 tons of oil fuel is carried, whereas with the sister steamships 250 tons of coal is required. The consumption per day for all purposes is 5 tons of oil fuel, against 14 tons of coal. The fuel consumption of this engine is 0.47 lb. per brake horse power per hour. On the trials, it was shown that the indicated horsepower at 102 revolutions per minute and 90 lb. per sq. in. is 970; 10 knots were achieved with the engines doing 128 revolutions per minute. The maximum revolutions were 140, the normal about 102, and the minimum 46. The results will undoubtedly be improved upon when the engines are finally tuned up, as prior to the trial trip they had only been run in dock trials for twelve hours in all. The general arrangement of the engines and auxiliaries is well thought out to give the greatest possible immunity from breakdown. This type of engine seems quite suited to the propulsion of cargo boats, and the saving in space consequent upon the adoption of the Diesel engine for this ship is five frame spaces, aggregating 10 ft., or about 33% of the machinery space.—Shipping Illustrated.

### The Dominion Wreck Commissioner's Judgments Criticized.

Considerable comment is being made in Canadian and British newspapers respecting recent judgments by the Dominion Wreck Commissioner in regard to enquiries into marine casualties, and especially regarding a recent stranding on the St. Lawrence route.

The Journal of Commerce, Liverpool, Eng., says:—"A correspondent points out that much indignation has been aroused among navigators in the St. Lawrence trade by the extraordinary decisions and gross injustices of the Canadian Wreck Commissioners' Court in some recent cases of shipping casualties in the St. Lawrence. As these cases may be the subject of reinvestigation it would be wise to suspend comment, but nautical men consider that it is futile for the Canadian authorities to try to cover up the defects of their pilotage system and the lighting and marking of the river by making an onslaught upon the certificates of masters and officers."

Amongst some of the comments made, questions are raised as to the jurisdiction of the Dominion Wreck Commissioner, but there appears to be no doubt on that point. Sec. 21, chap. 35, 1 Ed. VII. (Snipping Casualties Act), provides that the certificate of a master, mate, or engineer may be cancelled or suspended by a court holding a formal investigation under the act, if the court finds that the loss or abandonment of, or damage to, a vessel has been caused by his wrongful act or default.

The question of what constitutes a wrongful act, or default, is clearly laid down in this and other acts, but an incorrect impression has seemed to prevail for some time as to the necessity for the presence of the master, or a competent officer, on the bridge when a licensed pilot is on board. The Dominion Wreck Commissioner has laid particular stress on this point during many of the recent investigations, and has commented very strongly on the growing practice of masters leaving the bridge as soon as the pilot takes charge. It is declared in sec. 57, chap. 80, R.S.C. (Pilotage Act), that "nothing in this act shall exempt any owner or master of any ship from liability for any loss or damage occasioned by his ship to any person or property, on the ground either of such ship being in the

charge of a licensed pilot, or of such loss or damage being occasioned by the act or default of a licensed pilot, or any other ground." It would therefore appear that the master is not relieved of responsibility when a pilot takes charge, and in case of accident to the vessel, the question of the act or default of the master, as well as of the pilot, would come within the purview of those holding the enquiry into the casualty.

Those associated with the navigation interests in Canada hold strong views on this matter, and the rule that the master of a vessel shall be on the bridge the whole time when the vessel is navigating in narrow or dangerous waters is being strictly enforced on freight as well as passenger vessels.

Regarding the remarks made in connection with the pilotage, we have already announced what steps the Shipping Federation of Canada has taken in the matter, and the probability that the Dominion Government will shortly appoint a commission to enquire into pilotage generally, as well as aids to navigation. The statement alleging defects of the lighting and marking of the river, however, is so misleading that we are compelled to repeat what has frequently been stated by competent authorities, that the St. Lawrence ship canal is one of the best lighted and buoyed channels in the world, and is almost as easily navigable by night as by day.

### Canada Interlake Line's Bond Issue.

In Canadian Railway and Marine World for January, considerable details were given as to the formation of this company, its vessels and finances. An issue of bonds has now been placed on the market, amounting to \$200,000. They are 6% ten year serial gold bonds, dated Jan. 1, 1913, maturing in 10% amounts each year to Jan. 1, 1923, and are subject to redemption before maturity at 105 and accrued interest. They were offered at 98½ and accrued interest. These are the only bonds issued by the Canada Interlake Line, and are secured by first mortgage on the steel steamboats Regina, Kenora and Tagona, built and equipped at a cost of \$442,242. The mortgage securing the bonds provides that insurance against all possible hazards to the extent of 125% of the amount of the bonds at any time outstanding shall be maintained continually, and that the policies shall be made payable to the National Trust Co., to protect the bondholders.

The Canada Interlake Line Ltd. which has been taken over by the Canada Interlake Line Ltd. has outstanding bonds for \$520,000 secured on the steamships Acadian, Canadian, A. E. McKinstry, Renvoyle, Indian, Hamiltonian and Calgarian.

The Canada Interlake Line's preferred and common stock have been listed on the Toronto Stock Exchange.

### Prevention of Harbor Pollution.

The regulations for the government of public harbors in Canada have been amended by the addition of the following section:—

36a. No oil, tar or other like substance or any inflammable or otherwise dangerous substance shall be thrown or discharged or drained or allowed to fall, flow or leak into the waters of any harbor, and any person violating the provisions of this regulation or any person in charge of or owning any ship, vessel, manufactory, works, house or other premises violating the provisions of this regulation shall be liable to a penalty of \$50, and in case of a continuing violation to a further penalty of \$10 for every 12 hours during which such violation continues.

### St. Lawrence and Chicago Steam Navigation Company, Limited.

The following report was presented at the annual meeting in Toronto, Jan. 17:—

The season of 1912 was a satisfactory one to vessel interests on the lakes. The active demand for coal and ore, coupled with an exceptionally large grain crop in the United States and good crops in Canada, established the highest rates of freight since the autumn of 1905.

Your directors continued the policy of insuring a proportion of the risks on vessels under a modified form of policy, crediting insurance fund with amount of premiums saved. The vessels met with no accidents during the season, and we now have at credit of that fund \$109,290.47. It is the intention of your directors to continue this policy until insurance can be obtained at what they may consider reasonable rates and terms.

As the business of the country continues to grow, and it was necessary to secure additional tonnage to take care of the company's business, your directors took advantage of the low price of steel last spring to contract for a large modern, side tank, bulk freight steamer, which is promised to be ready for the opening of navigation, 1913. As our s.s. Algonquin was too small to supplement our larger vessels in upper lake trade, your directors decided to dispose of her, and this leaves our fleet now composed of steamers of modern construction, large carrying capacity, and all maintained in the highest state of efficiency.

The directors from the earnings of the season have paid a dividend of 8%, and, after providing for same and writing off \$35,000 from vessels' account, have carried forward \$17,169.24 to the credit of profit and loss, making a balance at credit of that account of \$158,645.96.

#### ASSETS.

Four Vessels, viz.:	
Iroquois, W. D. Matthews, G. R. Crowe and E. B. Osler .....	\$900,000 00
New Vessels, expended to date .....	142,839 60
Bills and accounts receivable .....	41,910 60
Balance in Dominion Bank .....	43,278 23
	\$1,128,028 43

#### LIABILITIES.

Capital stock .....	\$860,000 00
Accounts payable .....	92 00
Insurance fund .....	109,290 47
Balance of profit and loss .....	158,645 96
	\$1,128,028 43

#### PROFIT AND LOSS ACCOUNT.

Balance, Jan. 2, 1912 .....	\$141,476 72
Steamships' earnings ..	\$134,031 69
Interest .....	2,382 95
	136,414 64
	\$277,891 36
Cost of management, viz.: salaries, taxes, office rent, directors' and auditors' fees, etc. ....	\$15,445 40
Written off steamships' account ..	35,000 00
Dividend, 8 per cent., payable Jan. 2, 1913 .....	68,800 00
Balance carried forward .....	158,645 96
	\$277,891 36

The directors who were re-elected for the current year are:—President, W. D. Matthews; Vice President and Secretary, J. H. G. Hagarty; Managing Director, A. A. Wright; other directors, Jas. Carruthers, Capt. S. Orangle, G. R. Crowe, C. S. Gzowski and Sir Edmund Osler.

J. and J. T. Mathews, Toronto, have placed on the Canadian register the steamship Masaba, acquired from the U.S. She was built in Chicago, Ill., in 1891, and is screw driven by engine of 156 n.h.p. Her dimensions are:—Length, 240 ft.; breadth, 40 ft.; depth, 25 ft.; tonnage, 1,913 gross, 1,267 register.