

Pending Marine Legislation.

A number of bills affecting the mercantile marine interests are under consideration by the Dominion Parliament. One bill provides for the fixing of a load-line on all vessels registered in Canada of 50 tons gross and over used in inland navigation. Every barge of 100 tons and over proceeding to sea from any Atlantic or Pacific port, as well as from inland ports, shall be similarly marked.

Another bill, provides that every sea-going and coasting passenger vessel over 400 tons gross, and every freight vessel over 1,200 tons gross shall be equipped with wireless telegraph apparatus. The penalty for noncompliance is fixed at not less than \$100 and not exceeding \$1,000 or imprisonment for not exceeding 12 months, or a fine and imprisonment.

Another bill provides for the repeal of sec. 588 of chap. 113 of the revised statutes, which regulates the inspection of vessels, and the substitution of a section of the saloon fittings and their quarters providing that where a vessel holds a certificate of inspection by Lloyds it shall not be required to be inspected by Canadian inspectors the same year.

Another bill affects the inspection of vessels. The first four sections make barges and vessels, not now inspected, subject to inspection; another section provides for the inspection of steam yachts under five tons; section six provides that fishing boats under a certain tonnage shall carry either a life boat, life raft or other appliance for the saving of human life; the last section provides that steamships towing other barges shall be provided with a rocket gun and a heaving line so that a derelict tow may be picked up.

The Minister of Marine has introduced a bill respecting the water carriage of goods. The object is to declare illegal, conditions put in bills of lading by which shipowners can free themselves from any liability arising out of their fault and negligence. The bill was before the Senate two years ago and made the subject of an investigation. It was passed through the Senate last session, but reached the House of Commons too late to be taken up. Other provisions concern losses in case of accidents or force majeure. It also provides that shipowners shall have the right to remove inflammable and explosive goods which may have gone on board without their consent.

Another bill, introduced in the Senate, provides for the protection of navigable waters by prohibiting the deposit of sewage, offal or refuse animal or vegetable matter therein.

Steamer Oscar, Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$8,000, to purchase the steamboat Oscar and the business of the Butler Freighting and Towing Co., Ltd., to acquire steam and other vessels, and carry on a general freighting and carrying business. The Oscar was built at Victoria in 1897, and is a screw driven vessel with engine of 8 n.h.p. Her dimensions are: length, 81 ft.; breadth, 21 ft.; depth, 7 ft.; tonnage, 95 gross.

The A.B.C. Elevator and Wharf Co., Ltd., has been incorporated under the Dominion Companies Act, with a capital of \$3,000,000 and office at Vancouver, B.C., to carry on the businesses of grain growers and buyers, grain elevator and warehousemen, and in connection therewith to build, purchase or otherwise acquire steam and other vessels, to carry on a general transportation business and act as lightermen, stevedores, etc. The provisional directors are: E. H. Heaps, T. H. Worsnop, J. W. Heaps, R. L. Reid, Vancouver, B.C.; L. P. Strong, Calgary, Alta.

Grounding of the s.s. Montezuma.

An investigation into the causes of the grounding of the s.s. Montezuma at Cap a la Roche, Oct. 28, has been held at Montreal, before Capt. L. A. Demers, acting Wreck Commissioner, with Capt. F. Nash and C. Gauthier of the Corporation of Pilots, as assessors. The court found that the pilot was guilty of an error of judgment, but taking in consideration his long and efficient service, reprimanded him and warned him to be more careful in the future. It was also stated that in the court's opinion, the captain forgot for a moment the responsibility with which he is invested, by leaving his post when his vessel was entering one of the most intricate parts of the river, and admonished him to be more careful in the future.

Capt. Walsh, Superintendent C.P.R. steamships, asked to be allowed to place on record his protest against the system adopted by the pilots in taking the wheel themselves, pointing out that it is impossible in vessels of large width, with bridges a great height from the water line, for a person stationed amidships to estimate approximately the distance of an object or buoy from the bow, and in fact such object or buoy actually disappears from the range of visibility of a person so placed, nor can he view any aids to navigation which may be astern, especially in such the case when the wheel is within a wheel house. The court partly agreed that it would be preferable for the pilots to request that the best quartermaster be given them, especially when entering intricate places, so that they would be free to go from one side of the bridge to the other and assure themselves of the exact position and bearing of the various aids to navigation.

Canadian Northern Steamships Ltd.

In our November issue we give full particulars of the incorporation under this title, with a capital of \$2,000,000 and office at Toronto, of another subsidiary company of Mackenzie, Mann & Co. This company will enter the Atlantic steamship service in the spring, and has already acquired three steamships as the nucleus of a fleet. The two principal vessels which have been bought are the Heliopolis and the Cairo, which were built in 1908 at Glasgow, Scotland, for the Egyptian Mail S.S. Co.'s Marseilles-Alexandria service, and have the following dimensions: Length over all, 545 ft.; breadth, 60 ft. 3 in.; depth to shelter deck, 38 ft.; tonnage, 11,000; i.h.p., 18,000. They are fitted with the latest devices for the safety and comfort of passengers, having special regard for the high-class of traffic they were designed to handle. In addition to the features found only on the very latest transatlantic steamers, the Heliopolis and Cairo embody many new ideas in interior fittings, which will give them a quite distinct place when they begin service in the transatlantic trade. There are huge stores, hair-dressers' shops, a dispensary, and ample room for passengers' spare baggage, so arranged that the passengers' access to their baggage is easy. Ventilation is regulated by means of thermo-tanks able to maintain the air at 60 deg. Fahr., with a surrounding atmosphere at zero. In addition to this, the ship has been furnished with scores of little electric exhaust fans. The refrigerating plant for the preservation of provisions is the best that can be got, while the electric light plant is so complete that every state-room is fitted with ladies' electric curling tongs. To prevent fires a Clayton fire-extinguisher is installed on each of the two steamers and a constant supply of water, salt and fresh, hot and cold, has been laid on all over the vessels. The accommodation for officers and crew is on a scale commensurate with the splen-

dor of the saloon fittings and other quarters provide a measure of comfort that are to be found on but few high-class liners. The machinery consists of three sets of Parsons' compound steam turbines, one h.p. turbine in the centre and two l.p. turbines on either side, having a collective power of 18,000 i.h.p. at 340 shaft revolutions. Vibration and noise have been reduced to a minimum and in spite of the enormous power developed, there is practically no throb or jerk whatever. In their trials they developed a speed of almost 21 knots an hour, and while running between Marseilles and Alexandria they maintained a speed of over 19 knots. Both vessels have been taken to Glasgow, where considerable alterations will be made. They already have splendid first-class accommodation and some second-class and large refrigerator accommodation. The latter feature will be retained; the second-class accommodation will be increased, and third-class accommodation will be provided. The two boats will be renamed.

The Canadian Northern Steamships, Ltd., has also bought the s.s. Volturino, which has been running between Rotterdam, Halifax and New York in the Northwest Transport Line, an enterprise in which Wm. Mackenzie is interested. The Volturino has accommodation for about 65 first-class passengers, 1,300 third-class, and 7,000 tons of freight. She will be placed on the same route as the Heliopolis and Cairo, and another freight boat will probably be bought in the near future. The ports of call have not been decided on, but it is probable that the Canadian ports will be Quebec in summer and Halifax in winter, and that Southampton and Cherbourg will be the European ports.

Capt. G. Gregory, R.N.R., who has been in command of the Heliopolis, was in Toronto recently in consultation with the management. He has been appointed acting Marine Superintendent, with headquarters for the present at the Canadian Northern Ry.'s London, Eng., office. He sailed from New York on the Mauretania, on Dec. 22, and will supervise the changes which are to be made in the boats.

D. D. Mann stated recently that before the C.N.R. line to the Pacific coast is completed the C.N.S. Co. will have a steamship line in operation on the Pacific ocean.

Atlantic and Pacific Ocean Marine.

The Allan Line s.s. Corinthian, in avoiding the running down of a schooner, ran aground on George's Island, near Halifax, N.S., Dec. 19.

The Quebec Steamship Co. has chartered the s.s. Oceana, for service in conjunction with its s.s. Bermudian in the West Indies service, commencing Jan. 15.

The reports for the St. Lawrence navigation season show that there was a falling off of export grain business, as compared with the previous year, of 3,461,678 bush. The total shipments of grain of all kinds were 27,959,396 bush.

A dispatch from Paris, France, states that the Compagnie Transatlantique will operate a special mail steamship line between France and Canada, for which it is to receive an annual subsidy of 3,000,000 francs from France and Canada jointly.

The s.s. Tropea sailed from Sydney, N.S., Dec. 4, 1909, for Prince Rupert, B.C., via Cape Horn, with 6,900 tons of steel rails, supplied by the Dominion Iron and Steel Co., for the G.T.P.R. This is stated to be the largest cargo yet shipped from that port.

The Elder-Dempster Co., is reported to have made an offer to operate eight vessels between St. John, N.B., and Sydney, Australia, in connection with its