

NAVIGATING IN A FOG. Rules that Govern the Merchant Service

Some Liverpool Comment on the Cause of the Empress Disaster.

The contradictory statements of the captains of the two vessels concerned in the St. Lawrence disaster have led to much speculation and discussion in shipping circles, says the Liverpool Post.

The international regulations governing the handling of vessels during fog are clear and definite on the point of speed.

"Every vessel shall in fog, mist, falling snow or heavy rain storms, so far as possible, reduce to the minimum a moderate speed, having careful regard to existing circumstances and conditions."

That is the rule which by law captains are called upon to observe during thick weather.

Interviewed by a Daily Post reporter yesterday, Captain Bernard, assistant secretary of the Imperial Merchant Service Guild, pointed out that the rule was plainly laid down.

"What moderating speed is has never been definitely determined," he said "but the usual practice with a cautious navigator is to see that speed is maintained, a vessel will go some way on it is naturally more readily handled than if it was stopped altogether."

A Dangerous River. "If a vessel is completely stopped and there is danger of collision, she would be unable to get out of the way provided of course that the other vessel was going at more than a moderate speed."

"You must bear in mind, however, that this collision occurred in a river which even in the clearest weather requires the close attention of a skilful navigator. The St. Lawrence is most treacherous and very difficult to navigate, and during the past two years many vessels have met with accidents there."

"The Guild have paid more money to its Canadian solicitors for the legal representation of its members during the past two years than to its regular solicitors in any other part of the world."

Even though the position of the vessels may have been the St. Lawrence did not have the right of way, Captain Bernard declared that fact would carry with it exoneration from a charge of going fast in a fog. After fog had enveloped both steamers, he pointed out, the rule of the road would no longer apply. Each captain would be expected to get under the regulations governing navigation in a fog.

He quoted again from the regulations: "A vessel hearing, apparently forward of her beam, the fog signal of a vessel, the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines and stand by with caution. The commanding public must understand that stopping the engines does not mean stopping the ship. The vessel would still have

TURBINE HAS PASSED EXPERIMENTAL STAGE

Boston, Mass., June 12.—One of the phenomena of modern engineering experience has been the rapid development of the steam turbine. Eight years ago the turbine was in an experimental stage. Between the clamorous claims of its manufacturers and cautious critics, it was a comparatively few years back that it was what to believe.

"To-day the turbine is so perfected that General Electric is building an enormous unit of 50,000 horse power or 25,000 kilowatts, for the Philadelphia Electric Co. This is by all odds the largest turbine ever constructed. It was a comparatively few years back that a 10,000 kilowatt turbine was a rarity and when 20,000 kilowatts was reached it was felt that development was approaching a climax."

The question is sometimes asked why anyone should buy enormous machines as a 50,000 horse power turbine. The answer is economy in power production. Between a 10,000 kilowatt turbine and a 35,000 unit there is a very material saving in cost of generating power.

RAILROADS HAVE NOT ASKED FOR ENOUGH

Pittsburg, Pa., June 12.—Henry C. Clark, in an interview given to a morning paper before leaving for New York last night, said he believed the present situation of the railroads was not what he thought railroads will gain in the way of an increase in freight rates.

"What moderating speed is has never been definitely determined," he said "but the usual practice with a cautious navigator is to see that speed is maintained, a vessel will go some way on it is naturally more readily handled than if it was stopped altogether."

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SHIPPING AND TRANSPORTATION NEWS

FRIDAY, JUNE 12th, 1914.

Almanac. Sun rises, 5:58 a.m. Sun sets, 7:48 p.m. New Moon, May 24th. First quarter, June 1st. Full moon, June 8th. Last quarter, June 15th.

TIDE TABLE. High water, 8:45 a.m., 9:23 p.m. Rise, 1:65 feet, ebb, 14.7 p.m.

Weather Forecast. Lower Lake and Georgian Bay—Strong northwesterly winds; a few local showers, but mostly fair, becoming much cooler.

Lower St. Lawrence and Gulf—Strong east to north winds, becoming cooler and showery.

Superior—Fresh northerly winds; dense fog last night.

Manitoba, Saskatchewan and Alberta—Local showers, but mostly fair and moderately warm.

PORT OF MONTREAL. Arrivals. Sicilian, 7:25, Peters, Allan Line, from London and Havre, with passengers and cargo. Arrived 7:30 p.m. June 11th. H. & A. Allan, agents.

Continuing, Both Line, from Antwerp with general cargo. Arrived 11 a.m. June 12th. Thomas Harting, agent.

Coasting Arrivals. Saskatchewan, 2:15, Antwerp for Lake port, passed in this morning.

Departures. Gotland, Royal Star Line, for Rotterdam, Hamburg and Bremen, passengers and cargo. Sailed at daybreak, June 12th. James Thom, agent.

Vessels in Port. Sicilian, Allan Line, London and Havre. To sail June 14th. H. & A. Allan, agents.

Continuing, Both Line, Antwerp, Thomas Harting, agent.

Tyrolia, C. P. R., from Liverpool, C. P. R. agents.

Montreal, C. P. R., London and Antwerp. To sail June 17th. C. P. R. agents.

Scandinavian, Dominion Line, Avonmouth. To sail June 13th. Jas. Thom agent.

Scandinavian, Allan Line, Glasgow to London and Havre. To sail June 13th. H. & A. Allan, agents.

Letitia, Donaldson Line, Glasgow. To sail June 13th. H. & A. Allan, agents.

Continuing, Both Line, Southampton to sail June 13th. H. & A. Allan, agents.

Canada, White Star-Dominion, Liverpool. To sail June 13th. Jas. Thom agent.

Carlton, loading grain for Europe. T. C. McCarthy, agent.

Continuing, loading grain for Europe. T. C. McCarthy, agent.

Yona, Thomson Line, Middlesboro. To sail June 12th. Robt. Reford, agent.

Manchester Miller, from Manchester. To sail June 13th. Furness, Withy & Co., agents.

Anglo-Egyptian, loading for Australia and New Zealand at Tartar Pier. To sail June 20th. New Zealand Shipping Co., agents.

Benelux, from Glasgow, McLean Kennedy Co., agents.

Bertrand, to load grain for U. K.

VESSELS BOUND FOR MONTREAL. Name. From. Left. Coningsby, Antwerp. . . . . May 8

Ohelio, Buenos Ayres. . . . . May 11

Cardiff Hall, Buenos Ayres. . . . . May 15

Budapest, Buenos Ayres. . . . . May 15

Kwarra, Tyne. . . . . May 28

Antares, Puerto Mexico. . . . . May 29

CANADIAN PACIFIC RAILWAY COMPANY.

Upper Lake Steamers. Athabasca departed Port William 3:15 p.m. June 11th.

Alberta departed Port McNeill 5:35 p.m. June 11th.

Montana departed Sault Ste. Marie 7:10 p.m. June 11th.

ATLANTIC STEAMERS. Empress of Britain from Quebec for Liverpool, departed Quebec 4:00 p.m. June 11th.

Montana from Montreal for London and Antwerp passed Cape Magellan 6:30 a.m. June 12th.

HAMBURG-AMERICAN LINE. Imperator, sailed from New York June 6th, at 9 a.m., and arrived at Cherbourg June 12th at 10 a.m.

SIGNAL SERVICE BULLETIN. (Issued by Authority of the Department of Marine and Fisheries.) Montreal, June 12th, 1914.

Island of Orleans, 14—In 10:35 a.m. Imatia.

Pointe St. Charles, 32—In 10:00 a.m. dredge.

L'Isle, 40—In 9:30 a.m. tug and tow. Riv. du Loup, 92—Raining, north-east.

Little Metis, 178—In 9:40 a.m. Ida. Matane, 200—In 8:40 a.m. Valona. Martin River, 260—Out 7:40 a.m. Empress of Britain.

Pointe St. Charles, 32—In 9:00 a.m. 75 miles east of Antwerp. 10:00 a.m. Santaros. 1:55 a.m. Canada, Gaspe Line; 10:00 a.m. Saronic. Out 8:40 a.m. Montserrat, 8:55 a.m. Resipwell.

Pointe St. Charles, 32—In 8:40 a.m. Pointe St. Charles, 32—In 8:40 a.m. Grindstone Island—Dense fog, strong north-east.

Pointe St. Charles, 32—In 8:40 a.m. Money Point, 537—Out 8:30 a.m. Crown Prince Alice.

Cape Race, 582—Cloudy, strong north-east. Dense fog last night.

Flat Point, 575—Clear, west. In 1:00 p.m. Wacousta, 5:00 a.m. Antaris. In 1:00 a.m. yesterday Cardiff Hall, 6:00 a.m. Felix, 10:30 a.m. Stigant and Allen. In 3:00 a.m. C. G. S. Montmarcy.

North Sydney—Arrived in 4:30 a.m. G. S. Montmarcy.

Cape Race, 826—Dense fog, north-east.

Point Amour, 673—Raining, north-east. Three bergs.

Quebec to Montreal. Long Point, 537—In 10:35 a.m. Coningsby, 11:55 a.m. Saskatoon, 10:15 a.m. John B. Ketchum.

Yonkers, 10:35 a.m. In 11:00 a.m. Frontenac (Cal). Sorel, 33—Cloudy, strong west. In 1:40 a.m. Batiscan and Clear, east. Left 11:30 a.m. Alaska and tow. In 2:05 p.m. Wacousta.

Estimote, 10:35 a.m. Sorel, 33—Cloudy, strong south-east. In 11:55 a.m. Blackheath. Out 0:20 a.m. Glenroyce.

Portneuf, 108—Cloudy, strong south-east. In 11:15 a.m. Louisbourg, 41:45 a.m. Hudson, 127—Cloudy, north-east.

Bridge Station, 133—Cloudy, north-east.

Quebec, 139—Cloudy, northeast. Left at 6:30 a.m. Sin-Mac and tow. Arrived in 9:50 a.m. Broomfield.

West of Montreal. Port Colborne, 321—Clear, north. Eastward 10:00 p.m. yesterday Rockery.

CHRONICLE OF SAILINGS TO EUROPE. From Different Ports, Compiled by Hone & Rivet, travel specialists, 15 St. Lawrence Boulevard, Montreal.

June Name of Vessel. From. For. 12—St. Paul, N.Y. . . . . Southampton

12—Tyrolia, N.Y. . . . . Liverpool

12—Scandinavian, Montreal. . . . . Glasgow

12—Letitia, Montreal. . . . . Glasgow

13—Aousion, Montreal. . . . . London

MONTMAGNY IS SAFE

Government Steamer Supposed to Have Been Lost Reached Sydney, Quebec, June 12.—Rumors to the effect that the Canadian Government steamer Montmagny was lost at sea through fire were proved groundless to-day, when the supposedly lost vessel entered the port of North Sydney at 10:30 a.m. this morning and "all well," Captain F. X. Pouliot ironically stated in his message to the local agency of the Marine Department.

The disaster had reached Quebec last night, saying that the Montmagny, with her crew of forty-four, had foundered in the Straits of Bellefleur after fire had started in her bunkers.

The probable truth of the disaster was given some ground of veracity by the fact that the ship, cruising to distribute supplies to the various government signal stations along Prince Edward Island, the Magdalen Islands and the Gulf of St. Lawrence, carried a large quantity of explosives, calcium carbide, etc.

However, the fact that the ship had not been reported at the Signal Service office since June 8 gave rise to the suppositions of the various government signal stations along Prince Edward Island, the Magdalen Islands and the Gulf of St. Lawrence, carried a large quantity of explosives, calcium carbide, etc.

The news of the supposed disaster caused intense worry in Quebec City and Lévis as the forty-four members of her crew belonged to these cities, and it was with great relief that the news of the safety of the ship was received.

MARINE ITEMS. The Norwegian steamer Stordal, which collided with the Empress of Britain, is berthed at Hochelaga. No attempt has yet been made to repair damage done and in all probability the vessel will be sold for scrap. It is released from the legal restraint placed on her through the collision.

The tramp steamer Bertrand which struck in port some two weeks ago with a nitrate cargo from Chile is still lying at the Laurier Pier. The nitrate is being transhipped into Lake transporters and carried to Washburn, Wis.

Wreckers are at work upon the hull of the river steamer Berthier which was gutted by fire and sunk in the fall, engines to be sold for U. K. The vessel is broken up in sections by the Donnelly Wrecking Co. of Kingston. The work will take a week.

Mercedia leaves to-day for three rivers to load deals for U. K. The depression in Argentine freights is throwing a number of tramps back on the charter market. Three large steamers are now on passage from Buenos Ayres to Montreal for grain loading and making the trip in ballast.

The first of these, the Cardiff, will be followed by the Donnelly Midland and left for Montreal.

The Norwegian steamer Fimreite, well known in the St. Lawrence coal trade, is expected to load grain at Montreal in September.

Kwarra left Sydney for Montreal yesterday to complete loading for south African ports.

CANADA STEAMSHIP LINES. Location of Steamers at 6:00 p.m. Canadian—Montreal. Acadia—Welland Canal westbound. Hamilton—Due out Port Huron, 8 o'clock.

Calgarian—Port Arthur unloading. Fordonian—Due out Port Huron, 10 o'clock.

D. A. Gordon—Due Toronto to-morrow morning.

Glenelagh—Down Port Huron, 2 p.m. D. A. Gordon—Due Toronto to-morrow morning.

Duhamel—Arrived Montreal 11 p.m. 10th.

Strathcona—Down Soo, 2 p.m. to-day.

Donnacoma—Montreal, discharging. Doric—Fort William, loading.

Whitson—Due out Port Huron, 6 o'clock. Mid. Quest—Due Toronto to-morrow morning.

Sarnian—Left Port Colborne, 2 a.m. Sarnian—Down Soo 10:45 p.m. 10th.

H. M. Pellatt—Leaves Montreal to-night, westbound.

H. Plummer—Fort William, loading.

Roseale—Left Montreal 10th for Washburn.

Sepawah—Port William, loading. Washburn—Montreal, loads for Washburn.

Bickeddie—Passed Kingston, 4 a.m. for Port Colborne.

Emp. Midland—Left Port Arthur, 6 p.m. 10th for Buffalo.

Takona—St. Lawrence River, east-bound for Montreal.

Kemora—Montreal, discharging. Arabian—Montreal, discharging.

Bulk Freighters. W. G. Morden—Arrived Port Arthur 10 p.m. 10th.

Empire—Up Soo 10:20 p.m. 10th for Port Arthur.

Mid. Prince—Arrived Port Colborne, 2 p.m. 10th.

News of Railroads

BIG RAIL ORDER. It is reported that the Dominion Steel Company has received an order for 45,000 tons of rails from the Canadian Northern.

A PATENT RAILWAY TIE. An ingenious railway tie has been invented by John Miller of Tiffin, the patent rights for which have recently been secured for Canada, for the space of 18 years.

TAKE OVER 70,000 ACRES. George H. Draper, of New York, and J. Mitchell Hoyt, of Chicago, heads of a syndicate of American capitalists, have just acquired 70,000 acres of virgin timber in the Vermilion valley east of Edmonton, where a colony of experienced farmers will engage in diversified agriculture. The land cost \$1,000,000, one-fifth of which was paid in cash, the balance being spread over a period of five years.

The tract is bisected by the Saskatchewan river and is near Beaver Lake. The district in which it is situated will be tapped by the Canadian Northern Railway company's main line and several branches. Also the Alberta & Great Watery railway, which is being built from Edmonton to Fort McMurray, by the provincial government of Alberta, and it is to be constructed from Vermilion to Fort McMurray. James A. Powell, of Edmonton, former owner of the tract, announced to-day that development work will begin at once.

DORVAL RACE TRACK. In connection with the special trains will leave Windsor St. Station on Saturday at 12:50 p.m., and every twenty minutes thereafter, until 2:15 p.m. for the track, returning after that race is run. Tickets 15 cents single, 25 cents return, on sale at Ticket Offices.

THE CHARTER MARKET. Two Steamers for Grain Cargoes. The Only Fixture Reported—Good Demand for Grain Carriers for August and September Loading.

New York, June 11th.—The tonnage market was exceptionally dull in all trades and the only fixtures reported were those of two boats for grain cargoes, one from Baltimore for August loading, the other from Montreal for September. Additional boats are wanted for grain from Montreal for August and September.

Grain—British steamer Linda Fell, 9,000 qrs. from Baltimore to Baltimore, 28 30, August; Norwegian steamer Fimreite, 26,000 qrs. from Montreal to Avonmouth or Rotterdam, 28 30, September.

MANUFACTURERS' VISIT HARBOR. The Canadian Manufacturers' Association, numbering over a hundred, were the guests of the Harbour Commissioners yesterday afternoon.

In charge of Mr. Parquhar, Robertson, Mr. Cowie, Harbour Engineer, Mr. Scott, Secretary, Mr. Fennell and other officers, the visitors traversed the various wharves and elevators and sheds, and later made a very enjoyable trip around the harbor on the steamer Three Rivers.

The guests were un-animous in their praise of the port facilities, the Victoria shipyard and boating dry-dock and the new harbor extensions coming in for a great deal of laudatory comment.

TO PREVENT COLLISIONS AT SEA. The engineer, Signor Ulivi, who claims to be able to ignite explosives at a distance of several miles by means of rays, says that he intends to apply his invention to practical industrial purposes.

His invention, he says, can be so applied on board ship as to ascertain whether another steamer is within a radius of thirteen miles. Thus precautions can be taken which should lessen the possibility of collisions at sea.

REPORT EXAGGERATED. Only 13 Lives Lost in Bay of Chaleur Storm Last Week.

St. John, N.B., June 12.—More encouraging reports came out of Bay Chaleur to-night. A special newspaper correspondent got to Shippegan and Carleton Place and reports that the loss of life in New Brunswick shore was but 13. Total number of boats in the storm was 280, with 1,200 men on them, but enquiries made in the region of Shippegan, and Carleton account for all save 13. This does not take into account men or boats from Quebec shores, and in the absence of definite news from them it is now hoped that most escaped.

The report, however, still persists that the thirty boats were lost from that port.

The reports of loss of life and damage done to boats during the severe storm have been exaggerated. The total number of persons who lost their lives was thirteen, and the boats were with great success, and was very violent, threatening for a time the lives of 1,200 men who were out in small vessels and boats, fishing off Carleton, Shippegan and Langden.

PORT OF QUEBEC. Calgarian from Liverpool arrived at 6 a.m. this morning.

KANSAS HARVEST. B. F. Bush, of the Missouri Pacific, expects a 200,000,000 bushels harvest of wheat in Kansas.

PICTURE FILM COMPANY. The Shuberts have organized a \$2,000,000 picture film company.

Real Estate

The number of real estate transactions is increasing each day, and it is expected that the volume of business will be maintained through the summer months.

No less than 65 real estate transactions were registered yesterday, the largest of which was the transfer from Hebert to Omar W. Legault, and others, of lot 58, parish of St. Lawrence.

Thirty-one apartments in the C. de Lesse road, sold for the sum of \$30,000. Other transfers were: Charles Marquette sold to Jean B. Lavoie, 4670-428 to 428-13 to 23 Fourth avenue, Verdun \$22,000.

The Viau Succession sold to Alfred Dorene lots 204 and 205 St. Jean, with lots Nos. 102 to 115 Wolfe St. also the southern portion of lot 41, James ward, with lots Nos. 671 to 681, Perth street, for \$19,000.

Treffle Pilon sold to Charles Marquette lots 115-17, 18, 19 and 20 St. James ward, with lots Nos. 671 and 681, Wolfe street, for \$19,000.

Albert St. Marie sold to the Telephone Company of Canada, Ltd. lots 488-192, 194, 195 and 196, parish of St. Roch, the same being vacant and forming the southeast corner of Daniel and Boyer streets. The price paid was \$15,500.

Wilfred Oumet sold to Mrs. Francis Schlofer the northern half of lot 22-1/2, parish of Montreal, measuring 100 feet by 104 feet, with lots Nos. 788 to 797, Ducher street, Outremont, for \$17,600.

Joseph A. F. Milot and others sold to Gaspart Thoin lot 36 and the southern portion of lot 35, Côte St. Louis, together with lots 1237 to 1243 Grande street, for \$12,500.

Joseph G. Dulmeil and others sold to Anthony Wilson, lot 165 and 166, 217, parish of Montreal, with lots Nos. 29 and 27 Beaconsfield avenue, for \$13,500.

Francois Gobeil, sold to Theophil Goulet lot 1156 St. Mary ward, together with the buildings thereon in Dorset street, for \$11,700.

REAL ESTATE MARKET IS DEAD IN ST. JOHN, N.B. Mr. G. W. Badgley says People Have the Black Fox Craze WON'T BUY REAL ESTATE

Mr. George W. Badgley, the well known local real estate broker, who has just returned from a visit to St. John, N.B., where he has wide interests, issued an interview with a representative of the Journal of Commerce, this morning, that the real estate market was dead in St. John.

"The people," said Mr. Badgley, "have the black fox craze, and they will think of nothing else, and finally a new company starts business every day, these companies are scattered all over the Maritime Provinces, as well as in the neighborhood of St. John itself."

The real estate sales which are now taking place are not to the people of St. John, but to outsiders who are contemplating many improvements being contemplated in the city. The St. Lawrence Sugar Refinery was nearing completion, which would give work to hundreds of men, and a new million dollar hotel was being planned.

In St. Lawrence the real estate situation is very quiet, where Mr. Badgley also has interests. He stated that money was going on; money still Montreal itself, Mr. Badgley said, was very slow and this was a good deal due not only to general conditions, but to the high rates of taxation. Mr. Badgley greatly deplored the present tax which he said was far too excessive.

PURCHASE OF AUTOS. Three-fourths of Money Furnished by Banks in One Form or Another.

Milwaukee, June 12.—According to Secretary Bartlett, of the Wisconsin Bankers' Association, there are more than fifty thousand automobiles owned by Wisconsin farmers, the total cost of these being about \$60,000,000.

The financing of the purchase of these cars, Mr. Bartlett says, has become an acute banking problem, as about three-fourths of the purchase money is furnished by the banks in one form or another.

One town of 600 population had applications for \$20,000 bank loans to buy automobiles alone.

BRITISH MAILS. British and foreign mails will close this week at the Montreal Post Office, as follows:

Saturday, June 13, 7:30 a.m. for Great Britain, Ireland and Europe.

Monday, June 15, 7:30 a.m. for Scandinavia, leaving Quebec.

Saturday, 7:30 a.m. ditto, supplementary.

Letters for registration should be deposited half an hour before the closing of the mail. Parcels are forwarded by every Canadian steamer.

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Canadian Pacific Railway