

The Great Lakes Transportation Co.'s s.s. Howard M. Hanna, Jr., when down-bound from Duluth, Minn., with ore, Oct. 13, got out of her course after passing through the canal at Sault Ste. Marie, and ran on the rocks just east of the lighthouse above the entrance to the new cut in the St. Mary's River. Part of her cargo was lightered and she was refloated with comparatively little damage Oct. 15.

The s.s. Roberval, owned by Hall and Eligh, Ltd., Ottawa, Ont., foundered in Lake Ontario, about nine miles from Oswego, N.Y., Sept. 26. Some of the crew were only rescued after having been adrift in an open boat without food for 20 hours. The Roberval was built at Toronto in 1907, her dimensions being, length 128 ft., breadth 24 ft., depth, 9 ft.; tonnage, 344 gross, 157 register. She was equipped with an engine of 27 n.h.p. driving a screw.

The steamships Rideau King and Rideau Queen, formerly owned by the Rideau Lakes Navigation Co., Kingston, but which have not been operated for over a year, were taken to Belleville recently for sale. The Rideau Queen is reported to have been sold to the Trent Navigation Co., for \$5,800. She was built at Kingston in 1900, and is screw driven by engine of 25 n.h.p., and her dimensions are, length 108 ft., breadth 27.3 ft., depth 6.9 ft.; tonnage, 251 gross, 196 register.

The Public Works Department has dredged the northerly 450 ft. of the dredged channel in Thunder Bay leading to the Mission Channel, to a depth of 25 ft. below zero of the harbor gauge, which is 601.86 ft. above mean tide level at New York. An additional width of 100 ft., with a least depth of 21 ft., is available bordering the deep channel on its south side or between it and the Mission Channel revetment wall. Adjacent to the wall the water varies from 15 to 25 ft.

The Montreal Transportation Co.'s s.s. Simla, while en route from Erie, Pa., to Montreal, with coal, struck a reef at Coronation Island, near Brockville, Oct. 3, during a fog, and foundered. She was built at Garden Island, Ont., in 1903, and was of oak, and of the following dimensions,—length 225½ ft., breadth 34 ft. 8 in., depth 15 ft.; tonnage, 1,196 gross, 730 register. She was equipped with triple expansion engines with cylinders 17, 28 and 46 in. diam., and supplied with steam by 2 Scotch boilers 11 by 11¼ ft., at 176 lbs.

The Imperial Oil Co.'s s.s. Sarnolite was launched at Collingwood, Sept. 27, thus completing the three vessels ordered to be built there, as mentioned in previous issues. The three are named Royalite, Iocolite and Sarnolite. They are built of steel for service on the Great Lakes and the ocean. They are of the following dimensions,—length over all, 258 ft.; length between perpendiculars, 250 ft.; breadth moulded, 43 ft.; depth moulded to main deck, 18 ft.; tonnage, 2,052 gross, 1,543 register; deadweight loaded, 2,700 tons (long); total capacity of oil cargo tanks, 124,500 cu. ft. The vessels are designed for a speed of 9 knots an hour on 14 ft. draught.

The name of the s.s. St. Joseph, which has been purchased in the U.S., by The Cleveland-Sarnia Saw Mills Co., Ltd., Sarnia, Ont., has had her name changed to Frank B. Stevens. She is of oak, and was built at Buffalo, N.Y., in 1867, and rebuilt in 1887. Her dimensions are, length 146 ft., breadth 29 ft., depth 11 ft.; tonnage, 304 gross, 171 register. She is equipped with compound engine with cyl-

inders 18 and 33 in. diam. by 28 in. stroke, supplied with steam by a Scotch boiler 9 ft. 10 in. by 11 ft. 4 in. The American Transit Co. has been incorporated to operate the vessel between Canadian and U.S. ports. The company was incorporated under the Dominion Companies Act with \$50,000 capital, and office at Sarnia. The officers are: E. C. Barre, Sarnia, President; A. I. McKinley, Sarnia, Vice President, and F. H. Rose, Cleveland, Secretary-Treasurer.

The s.s. Merida, owned by the Valley Camp Coal Co., Midland, Ont., with which Jas. Playfair, President and Managing Director, Great Lakes Transportation Co., is intimately associated, was lost with all hands, on Lake Erie, about Oct. 20, during a severe storm. She was built at West Bay City, Mich., in 1892, and was of steel with double bottom for watertight ballast, with 5 watertight bulkheads, steel boiler house, steam pump wells, etc. She was practically rebuilt in 1904, and was formerly owned by D. Sullivan & Co., Chicago, Ill. She was equipped with triple expansion engines with cylinders 23, 37 and 60 in. diam. by 44 in. stroke, 1,700 i.h.p., and 78 r.p.m., and supplied with steam by 3 Scotch boilers, 12½ by 12 ft., at 168 lbs. Her dimensions were, length 360 ft., breadth 45 ft., depth 26 ft.; tonnage, 3,329 gross, 2,389 register. She was purchased about a year ago by Jas. Playfair on behalf of the Valley Camp Coal Co., and has since been operated regularly on the Upper Lakes. She is valued at about \$200,000.

British Columbia and Pacific Coast.

The Melmore Steamship Co., Ltd., Vancouver, is being voluntarily wound up, with Buttar & Chiene as liquidators.

The Dominion Government lighthouse and buoy tender Quadra, which was sunk at the entrance to Nanaimo harbor, Feb. 26, after a collision with the s.s. Charmer, and was afterwards sold to the Vancouver Dredging and Salvage Co., and raised, is reported sold to eastern U.S. interests, for transfer to the Atlantic coast at an early date.

The second of the two car floats which the Canadian Northern Ry. is having built at Port Mann for conveying freight cars across Patricia Bay, was launched early in October. It is anticipated that the service will be in operation early in November. The floats will be towed across the bay by tugs which have been acquired and which are named Chilliwack and Sumas.

The Pacific Coast Steamship Co., and the Pacific Alaska Navigation Co., Seattle, Wash., have amalgamated, under the name of the Pacific Steamship Co. The first named company owns 13 passenger and freight vessels, and the latter 9 vessels. The value placed on them is about \$12,000,000. The amalgamation agreement takes effect Nov. 1. The principal officers are, H. F. Alexander, President; E. C. Ward, Vice President; W. Jones, Treasurer; E. B. Rogers, Secretary; and A. F. Haines, Manager.

M. P. Cotton, of Vancouver, who is head of the company which has been negotiating with the Grand Trunk Pacific Ry. for the lease of its drydock at Prince Rupert, returned to Vancouver recently after a series of interviews with E. J. Chamberlin, President, G.T.P.R., and members of the Dominion Government on the matter. Mr. Chamberlin had stated that he would not lease the dock without the Govern-

ment's consent, and the Premier had written him to the effect that "pending the investigations of the railway commission, it would be unwise to lease this plant at the present time." This he considered final, and all negotiations would be discontinued.

The Turbinia-Primrose Collision.

The Dominion Wreck Commissioner, Capt. L. A. Demers, delivered judgment, Oct. 20, re the collision between Canada Steamship Lines' s.s. Turbinia and the Toronto Ferry Co.'s s.s. Primrose, in Toronto Bay, Aug. 13. The enquiry was held at Toronto, Sept. 6, and the judgment was concurred in by Capt. J. B. Foote and Jas. McMaugh, who acted as nautical assessors. Following is a summary. The court is of opinion that the master of the Turbinia, in skirting the wharves to reach his coal pier, was aware that the vessel he saw was an Island ferry carrying an undetermined number of passengers. After sounding his danger signal and one blast and receiving no reply, he should have stopped his vessel, but chose to proceed on his way. By so doing, when at a couple of ship's lengths from the ferry and noticing no alteration in her course, he acted contrary to article 22, Lake Rules. He knew where the ferry was bound to, but apparently because he had, according to the rules, a right of way, he chose to proceed regardless of probable consequences, evidently forgetting to take into consideration the last paragraph of article 30, as well as article 22. The court cannot imagine how a master in a position of such responsibility as caretaker of property of such value as a ship represents, and having under his care the lives of men composing his crew, on a bright clear night, should attempt to cross the bow of a vessel which he knew to be carrying passengers, and within 30 or 40 ft. of her landing place, in order to save a few minutes of time. Fortunately there was no loss of life, as had there been, the court would have been justified in calling upon other courts to deal with the matter.

It finds the master of the Turbinia, Capt. B. W. Bongard, in default, first, when his one blast whistle was unanswered, it was his duty to stop the ship and await developments; second, there was no lookout ordered, though this was not conducive to the collision. The master has already been the subject of an investigation in a similar case, and his certificate was suspended for a certain period. The court realizes that there have been too many of these foolhardy methods adopted in the past, and that precautionary measures must be adopted before any calamity such as loss of life occurs, and as a deterrent to anyone who would feel inclined to run such risks. Though no lives were lost, it was certainly not through any proper seamanship exercised by the master. The court therefore would not be fulfilling its duty if it did not suspend his certificate 6047, for one year from date, and recommends that a mate's certificate for a passenger steamship be granted in the interim.

The master of the ferry steamboat Primrose, Capt. Alex. Brown, has also been the subject of investigation on two occasions, on one of which his certificate was suspended. His entire thought was centred on making the dock and maintaining his schedule. There was no lookout, and to a certain extent this contributed to the collision. In the absence of