

The Minister of Marine has, we are officially advised, agreed to give the company an order for three steel cargo steamships of approximately 10,000 tons d.w. capacity each, when the yard is ready to start work.

Wreck Commissioner's Enquiries and Judgments.

Enquiries have been held recently into the following casualties, and judgments delivered:—

Stranding of s.s. Hochelaga.

Held at Sydney, N.S., before Capt. L. A. Demers, Dominion Wreck Commissioner, assisted by Lieut. H. C. Owen, R.N.R., and Capt. A. J. Morrison, as nautical assessors. The s.s. Hochelaga is owned by the Dominion Coal Co. and grounded on the Newfoundland coast, June 6. The court found that the master, George Tudor, committed a grave error of judgment in assuming a position which he could not exactly define, owing to atmospheric conditions and the absence of a log to determine the distance run, the log having been lost on the previous night. From the loss of the log he presumed to establish the speed of the ves-

overtaken by fog, and for not stopping the vessel, instead of merely stopping the engines, just prior to the stranding, and was reprimanded very severely and cautioned to exercise all prudence in future, and not assume that because previous voyages were effected successfully, the same results must always be expected. The court recommended that it be made an inflexible rule that the master, or the company, issue written and printed instructions that the officers on watch be obliged to take observations of whatsoever nature and register same as soon as possible, and that the navigation of the vessel should not be a one-man occupation, but one in which all officers are interested, and they should be called upon to check each other's calculations as to compasses, charts, speed, etc., which, after all, is but an elementary recommendation.

Stranding of s.s. Aikoku Maru.

Held at Victoria, B.C., before Capt. J. D. Macpherson, British Columbia Wreck Commissioner, assisted by Capt. D. S. Jones-Evans and A. O. Cooper, as nautical assessors. The court came to the conclusion that the s.s. Aikoku Maru stranded on Kelp Reef, Haro Straits, B.C., owing to a combination of unusual and unavoid-

English speaking member, conveyed messages between the master and the pilot, and there can be no question that on him must be placed the blame for having named the deviation easterly instead of westerly, though, without doubt, unintentionally.

The vessel grounded very easily, owing to the skilful handling of the pilot, and released herself after about eight hours, with comparatively slight damage.

Stranding of s.s. Sewalls Point.

At Halifax, N.S., July 16, an investigation was held into the causes of the stranding of the s.s. Sewalls Point, during a heavy fog at Five Fathoms Harbor, near Halifax, July 1. After hearing the evidence, the court held that the master, Capt. R. M. French, was in default, through over confidence, and a copy of the finding was sent to the British Board of Trade.

The Consolidated Whaling Co. Ltd.

The incorporation of this company was announced in a recent issue, with a capital of \$2,500,000 and head office in Toronto. The operating office is in Victoria, B.C., and S. C. Ruck is General Manager. The company has taken over the Victoria Whaling Co., with fisheries and factories at Sechart, Kyuquot, Rose Harbor and Naden Harbor, B.C., and also the American Pacific Whaling Co. and North Pacific Sea Products Co.

The Victoria Whaling Co. owned 8 steam whalers and one vessel of 850 tons, used as a tender. The whalers are named Black, Blue, Brown, Green, Orion, St. Lawrence, W. Grant, and White, and the tender is named Gray. The whalers are about 92 ft. long, 16 ft. beam, and are equipped with triple expansion engines of about 300 i.h.p.

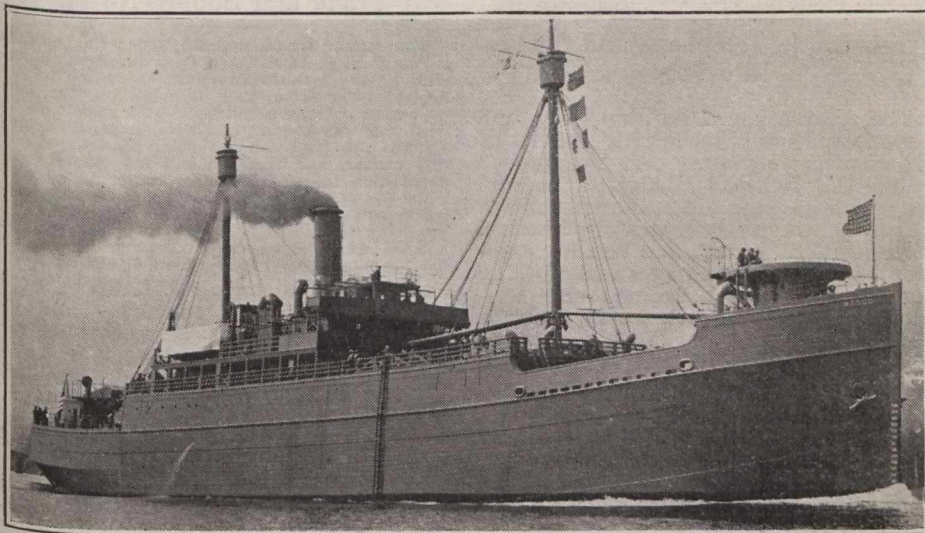
The American Pacific Whaling Co. has a station at Bay City, Wash., from where four vessels are operated, all of a similar type, and named Aberdeen, Moran, Paterson and Westport, and another station at Akutan in the Aleutian Islands, from where three vessels, the Kodiak, Tangynak and Unimak are operated. These three vessels are all somewhat larger than the other vessels mentioned, one, the Tangynak, being driven by twin screws. All the U.S. vessels burn fuel oil and the Canadian ones coal.

The company purchased recently the s.s. Elish Thomson, 1,000 tons, from the Pacific Cold Storage Co., Tacoma, Wash., and is having it fitted out with cold storage compartments with capacity of about 600 tons, for the conveyance of whale meat from the northern station to cold storage at Tacoma. The auxiliary powered schooner Halcyon is also owned by the company. She is 72 ft. long and is fitted with gasoline engine of 100 h.p. She is engaged in halibut and cod fishing at the Aleutian Islands.

Canadian Express Co. Withdraws from United States Business.

Jno. Pullen, President, Canadian Express Co., issued the following circular to officers and agents in the States of Maine, New Hampshire, Vermont and Michigan, on June 28:—

The United States Railroad Administration having taken over for operating purposes certain of the lines of the Grand Trunk Ry. of Canada located within the U.S., viz.: Portland, Me., to Norton Mills, Vt.; Lewiston Jet., Me., to Lewiston, Me.; South Paris, Me., to Norway, Me.; and Port Huron, Mich., to Detroit, Mich., over



The United States Steamship Wasco.

The Wasco, which was completed June 8, was the first of the U. S. Emergency Fleet Corporation's orders to be turned out at Portland, Oregon. The is 286 ft. long and 46 ft. wide and sailed June 10 on her first voyage.

sel from the records of previous voyages. He was aware of uncertain currents existing, both as to direction and velocity, and the court considered that his position should have been checked by a cast. Also when the shouts of fishermen were heard, instead of only stopping the engine, the vessel should have been brought to a stop by full speed astern. It is fortunate that the vessel was not lost. The master's evidence was somewhat contradicted by the first mate, but corrected afterwards, which created a better impression on the court. The court felt that in view of the master's successful career, and relying on the evidence that in other circumstances he has attended seriously to his navigation duties, it could deal leniently with him. It was also evidenced that some measure of prudence was taken, though unfortunately it was not of the thoroughness that the situation demanded, but a clever feat of seamanship was performed after the grounding, in order to bring the vessel to a somewhat sheltered beach to wait for assistance. He was found in default for not taking a sounding when off Cape George; for not sounding when

able circumstances, unfortunately all working in the same direction, the result of which, under the then conditions, was inevitable. These circumstances were:— a very strong ebb tide acting on the vessel's starboard bow, a grave error in the naming of the deviation, and a dense fog. No single one of these would have led to the casualty, but the three combined were fatal, more especially as the first two erred in the same direction. In the court's opinion, after the fog set in, the vessel was navigated in an efficient and proper manner, and with the one exception of the maximum speed being maintained, which the court considered, under the circumstances, not only excusable, but essential, every regulation was strictly adhered to, and an ample and efficient lookout was kept. No blame was therefore attached to J. C. Foote, pilot. So far as the master, T. Yoshira, was concerned, the court saw no reason to blame him. He seemed to have attended to his duties in an intelligent and efficient manner. No other member of the crew was held worthy of blame, with the exception of M. Machikake, an apprentice, who, as the only