

The Wreck of the C.P.R. s.s. Empress of Ireland.

The s.s. Empress of Ireland, which was sunk in collision off Father Point, in the St. Lawrence River, May 29, with the s.s. Storstad, under charter to the Dominion Coal Co., was built at Glasgow, Scotland, in 1906. She was divided into 10 watertight compartments by bulkheads. Three decks surmounted the main structure of the hull, forming capacity for the accommodation of passengers, and giving the vessel a high appearance from the water line, and a big distance from the load waterline to the upper deck. The shortened decks of the upper structure were carried to a greater length than usual with this type of vessel, giving larger space in the saloons and recreation rooms. She was a three deck shelter deck vessel with promenade deck, upper promenade deck, and boat deck above, built to Lloyd's highest class. There was a cellular double bottom, fore and aft, capable of carrying 1,000 tons of water ballast, and in addition 1,900 tons were carried in deep tanks. She was steered by a balanced rudder operated by two steering engines on the telemotor principle, the gear being under water to meet the British Admiralty's requirements, to be approached either from above deck or from the shaft tunnels. For the safe navigation of the vessel and the accommodation of those responsible for it, every possible provision had been made. From three positions on the bridge, and two aft, the vessel could be steered, and the engine room bulkhead, steering and deck telegraphs and telephones were fully and conveniently installed. For the accommodation of the captain and deck officers, excellent quarters were provided in a steel house on the navigating bridge. Above the latter was the upper navigating bridge with the usual steering wheel, compass and searchlight. The propelling machinery consisted of quadruple expansion engines balanced on the Yarrow

Schlick and Tweedy system to reduce vibration to a minimum, with an indicated horse power of 18,500, for a speed of 20 knots an hour. There was a full equipment of wireless telegraph and submarine apparatus, and more than ample lifeboat and life saving appliances. There was capacity for 10,000 tons dead weight cargo, and 4,000 tons of coal. Her dimensions were: length 548.9 ft., breadth 65.7 ft., depth 36.7 ft.; registered tonnage 14,191. There was accommodation for 432 first, 328 second, and 846 third class passengers.

In order to meet the special requirements of the case, special legislation was passed by the Dominion Parliament to enable a special board to be appointed to enquire into the circumstances of the disaster, and subsequently a board was appointed consisting of Lord Mersey, as Chairman; Chief Justice McLeod, of New Brunswick; and Sir Adolphe Routhier, of the Quebec Admiralty Court, with Capt. L. A. Demers, Dominion Wreck Commissioner; Commander Howe, of the Dominion Naval Department; Prof. John Welch, Naval Architect, Newcastle upon Tyne, Eng.; and F. W. Caborne, of the Royal Naval Reserve, as nautical assessors. The enquiry commenced at Quebec, June 16, and a large amount of evidence from all sides has been collected, on the main points of which there was considerable contradiction. Some diving operations have been undertaken, chiefly with the view of obtaining information regarding the position and condition of the wreck, and such operations are being continued, though it is realized that the task is a dangerous one, one diver having lost his life during the operations.

Capt. Donald, of the G.T. Pacific Coast Steamship Co.'s s.s. Prince George, was presented with a testimonial recently in recognition of his rescue of 38 passengers of a gasoline boat which was swamped during a storm along the northwest coast of British Columbia.

Atlantic and Pacific Ocean Marine.

Capt. Murray, R.N.R., has been appointed to the command of the C.P.R. s.s. Tyrolea, vice Capt. Carey retired.

The Allan Line s.s. Virginian has been chartered by the C.P.R. to take up the sailings of the s.s. Empress of Ireland, wrecked in the St. Lawrence, recently.

The C.P.R. steamship service between Canada and Trieste, Austria, having been discontinued, the steamships Tyrolea and Ruthenia will, during the current season, be run between Montreal and London.

Holt and Co., owners of the Blue Funnel Line, running to Vancouver and Victoria, B.C., are reported to have stated that it will be some time before their vessels will make Prince Rupert a port of call.

An order in council has been passed amending Montreal pilotage bylaw 45, by adding the following,—“For the pilotage of any vessel subject to pilotage, between Montreal and Quebec and vice versa, a minimum fee shall be charged of \$20.”

The Canada Line's s.s. Gothland ran on the rocks during a fog, off the Scilly Isles, England, June 24, and is believed to be a total wreck, as she grounded at high water in heavy weather. The whole of the passengers and crew were safely removed.

The C.P.R. Missanabie was launched at Glasgow, Scotland, June 22, the christening ceremony being performed by Mrs. G. McLaren Brown, wife of the European Manager, C.P.R., London. The Missanabie is for the Atlantic service, and will have accommodation for 520 second and 1,200 third class passengers.

Canadian Northern Steamships s.s. Royal Edward, while bound from Montreal to Avonmouth, towards the end of May, struck an iceberg about 110 miles east of Cape Race, while going dead slow during a fog. It was not considered that the damage was such as to prevent her from continuing her

List of Steam Vessels Registered in Canada During May, 1914.

No.	Name	Port of Registry	Where and When Built	Length	Breadth	Depth	Gross Tons	Reg. Tons	Engines, Etc.	Owner or Managing Owner	
134136	Aviso	Quebec, Que.	Sorel, Que.	1914	54 7	14 6	7 0	52	22	13n.h.p. sc.	John Reid, Montreal.
136047	Galiano	Ottawa	Dublin, Ireland	1913	162 3	27 1	13 1	393	129	161 " "	Minister of Naval Service, Ottawa, Ont.
134561	Glenlivet (a)	Midland, Ont.	Cleveland, Ohio	1891	266 0	33 0	20 0	1890	1089	111 " "	Great Lakes Transportation Co., Midland, Ont.
129159	Gwennith	Ottawa, Ont.	Alphen-on-Rhine, Holl'd	1910	85 4	18 1	9 1	119	3	50 " "	T. F. Maltby, 79 Mark Lane, London, Eng.
116815	Harry E. Packer	Cobourg, Ont.	Cleveland, Ohio	1882	227 6	35 4	17 1	1183	810	99 " "	G. Plunkett, Cobourg, Ont.
135209	Imperoyal	Sarnia, Ont.	Grangemouth, Eng.	1913	249 5	43 1	19 7	2253	1384	157 " "	Imperial Oil Co., Sarnia, Ont.
134327	J. W. Brankley	Chatham, N.B.	Chatham, N.B.	1914	64 0	16 0	7 0	61	19	16 " "	F. M. Tweedie, Chatham, N.B.
122615	Marlton	Goderich, Ont.	Goderich, Ont.	1914	62 0	16 0	8 8	64	43	24 " "	W. Marlton and W. L. Horton, Goderich, Ont.
130888	Pelee	Amherstburg, Ont.	Collingwood, Ont.	1914	146 0	24 1	9 9	538	243	58 " "	Windsor and Pelee Island Steamship Co., Pelee Island, Ont.
134135	Puncher	Quebec, Que.	Sorel, Que.	1914	54 7	14 6	7 0	52	23	13 " "	John Reid, Montreal.
14134	Sir Lomer	Quebec, Que.	Portneuf, Que.	1912	59 5	15 4	7 0	48	18	23 " "	J. A. Lemay, Portneuf, Que.
14347	Stanstead (b)	Montreal	West Bay City, Mich.	1881	252 5	36 4	19 5	1540	970	98 " "	F. E. Hall, Montreal.
129767	Toiler	Kingston, Ont.	Newcastle-on-Tyne, Eng.	1910	243 2	42 5	17 3	1659	1334	70 " "	James Playfair, Midland, Ont.
134196	Velma M.	Sault Ste. Marie	Buffalo, N.Y.	1872	57 0	11 0	6 0	31	13	10 " "	W. Lowery, M.O., Sault Ste. Marie, Ont.
134015	W. Grant	Port Arthur, Ont.	Port Arthur, Ont.	1914	674 0	59 2	27 8	8973	6595	210 " "	Canadian Steamship Lines, Ltd., Montreal.
91255	William Lolliffe (c)	Victoria, B.C.	South Shields, Eng.	1885	149 0	26 2	14 0	332	58	150 " "	Canadian Pacific Railway, Montreal.

(a) Formerly Wawatam. (b) Formerly Cayuga. (c) Since changed to Nitinat.

List of Sailing Vessels and Barges Registered in Canada During May, 1914.

No.	Name	Port of Registry	Rig	Where and When Built		Length	Breadth	Depth	Reg. Tons	Owner or Managing Owner
134213	Amy, Turner.....	Prince Rupert.....	Bk.....	Boston, Mass.....	1877	174 0	35 4	21 6	901	Granby Consolidated Mining, Smelting & Power Co., Vancouver, B.C.
134348	C.P.R. No. 100(a)...	Montreal.....	Barge.....	Farmingdale, Me....	1868	197 0	37 8	24 8	1237	Canadian Pacific Railway, Montreal
134088	Copper Queen.....	Vancouver, B.C.....	Scow.....	Seattle, Wash.....	1914	56 8	22 5	10 4	106	Granby Con. Min. & Smelt. Co., Grand Forks, B.C.
134089	Drill Boat Burrard.....	Vancouver.....	Scow.....	North Vancouver.....	1914	115 0	30 0	7 8	428	Dominion Contracting Co., Vancouver, B.C.
78858	Dunure.....	Sydney, N.S.....	Bktn.....	Troon, Scotland.....	1881	112 0	22 9	11 8	176	A. E. Hickman, St. John's, Nfld.
134344	Edgar B.....	Montreal.....	Scow.....	Cardinal, Ont.....	1905	75 2	20 5	4 2	168	General Contracting Co., Montreal.
133750	George A. Marsh.....	Toronto.....	Schr.....	Michigan City.....	1882	132 0	26 0	8 5	220	J. J. B. Flint, Belleville, Ont.
134197	L. S. No. 31.....	Sault Ste. Marie.....	Scow.....	Cleveland, Ohio.....	1876	105 0	28 0	8 0	377	S. L. Penhorwood, Sault Ste. Marie, Ont.
134182	N. G. & C. No. 3 (b).....	St. John, N.B.....	Dredge.....	Perth Amboy, N.J.....	1894	120 6	55 3	8 6	1088	Norton Griffiths & Co., Ltd., Montreal.
134342	Norah L.....	Montreal.....	Scow.....	Montreal.....	1898	79 0	22 7	5 3	188	Quinlan & Robertson, Ltd., Montreal.
133749	R. M. & S. No. 14.....	Toronto.....	Scow.....	Toronto.....	1914	100 0	35 0	6 8	195	Roger Miller & Sons, Ltd., Toronto.

(a) Formerly Two Brothers. (b) Formerly No. 3.