

Cantilever Framed Steamships for the St. Lawrence Coal Trade.

Furness, Withy & Co., of West Hartlepool, Eng., Montreal, etc., are having built at Middlesbrough, Eng., by Sir Raylton Dixon & Co., Ltd., two steamships, Lingan and Hochelaga, which have been specially designed to meet the requirements of the Dominion Coal Co.'s trade from Sydney, N.S., to Montreal, and are of the latest improved type of patent cantilever construction with top-side water ballast tanks with which most of the vessels in this trade are fitted.

Their principal dimensions are 388 ft. 3 ins. by 52 ft. by 29 ft. 9 ins. moulded, and have a deadweight carrying capacity of about 7,600 tons each on a light draft of water. They are being constructed to the highest class British Corporation, and are of the single deck type with poop, bridge and forecastle.

Each vessel has 11 hatchways, four holds absolutely free from all obstructions, such as beams, pillars or web frames, and perfectly self-trimming owing to the sloping sides of the top-side tanks at each side of the ship, and of the total amount of about 2,400 tons of water-ballast which the vessel can carry, about half will be in the top-side tanks.

They each have 12 derrick posts and 20 derricks, 4 boats, hand and steam

Comparative Costs of Fuel on Ocean Steamships.

In view of the interest at present being taken in the use of fuel oil for steamship operation, the following figures, which have been quoted in London, Eng., for a trip between Liverpool and New York, with the s.s. Lusitania as a basis, are given:—

Coal, 5,500 tons, at 18s 6d	£5,087 10 0
312 firemen, at 25s a week	390 0 0
	£5,477 10 0
Oil, 3,300 tons, at 26s	£4,292 0 0
27 firemen, at 25s a week	33 15 0
	£4,325 15 0

Canada Shipping Act Amendments.

The Dominion Parliament has passed a bill providing for the repeal of sec. 100, chap. 113 of 1906, and sec. 7, chap. 65 of 1908, and for the insertion of a new section 100, as follows:—

"The foregoing provisions as to masters and mates shall not apply to pleasure yachts not carrying passengers or goods for hire, nor to steamships of not more than five tons gross tonnage, nor to barges nor other vessels having neither masts, sails nor rigging, and not being steamships, nor ships employed solely in fishing, nor to sailing ships of

The Steel Co. of Canada, Ltd. Annual Report.

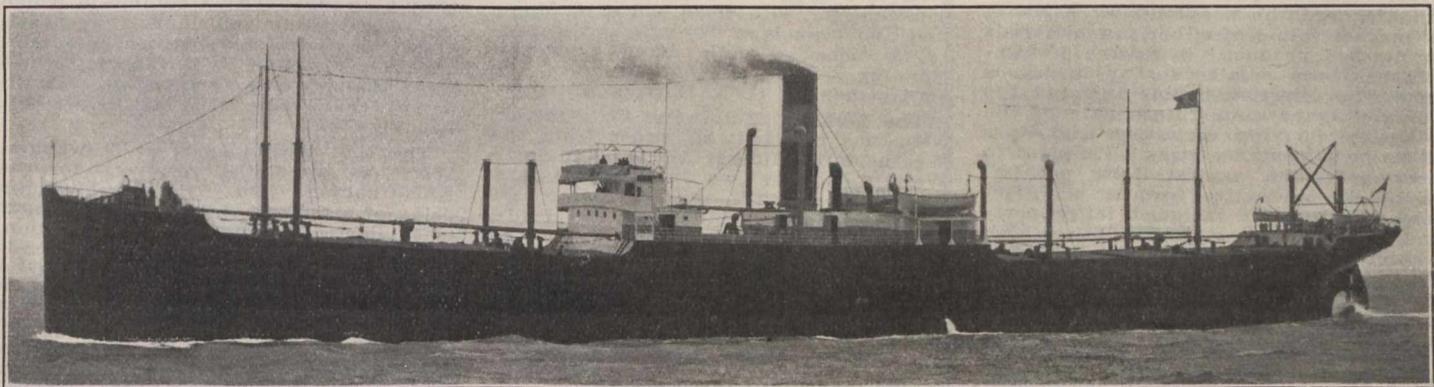
Following are extracts from the report for the year 1911:—

The net profits after expending \$404,453.11 for repairs, maintenance and improvement on plants and machinery were \$1,373,522.81. These profits have been dealt with as follows:—

Interest on bonds and mortgage and cost of underwriting and stamping bonds	\$ 484,100.40
Dividends on preferred stock	454,741.00
Credited to fund for depreciation, renewal and improvements of plants	100,000.00
Carried to credit of profit and loss account	337,681.41
	\$1,373,522.81

The amount now at the credit of depreciation, renewal and improvement of plants fund is \$204,071.11, and at the credit of the profit and loss account, \$583,599.74.

Your directors feel that the statement is a very satisfactory one when it is taken into consideration that the past year was one of great depression in the U.S. iron and steel business. The demand in Canada for our various products was excellent, but an abnormal percentage was supplied from the U.S. at exceptionally low prices, owing to the depression referred to, particularly pig iron, bars and wire products. The prices on bars were



The s.s. Lingan, for the St. Lawrence Coal Trade.

steering gear and are equipped with 10 steam winches, steam windlass, etc., and all the latest and most modern appliances for the rapid handling of cargo.

They have triple expansion engines, having cylinders 26, 44, and 73 by 48 ins. stroke, supplied with steam by three large single-ended boilers working at 130 lbs. pressure.

The trials passed off most successfully, a speed of over 12 knots being attained.

Examinations for Inland Masters and Mates.

Following the suggestions made by the Dominion Marine Association to the Minister of Marine in February in reference to changes considered necessary in examinations for masters' and mates' certificates for inland waters, the whole question is under the Department's consideration with a view to afford better facilities to candidates and to organize a better system of examinations, which will, no doubt, be to some extent, in harmony with the Association's suggestions.

The Department has pro tem opened a school for the education of candidates at one of the ports and is willing to consider the question of assistance to the various technical schools, of which three have now been opened at large ports. These schools intend giving courses in navigation, etc., to those desiring to undergo examinations for marine certificates, both officers and engineers.

not more than 100 tons, registered tonnage, propelled by auxiliary power other than steam, employed partly in fishing and partly in the carriage of freight."

This exempts sailing ships fitted with auxiliary power from having to employ certificated masters or mates. Such vessels would be exempt under the previous law if employed solely in fishing. As they are engaged in carrying cargo, when not fishing, the law has been amended in this respect. Sec. 104 is also repeated and replaced by a new section, as follows:—

"Whenever any master or mate or second mate proves to the satisfaction of the Minister that he has, without fault on his part, lost or been deprived of any certificate required under this part, the Minister may, upon such terms and conditions as he deems fit, cause a copy or duplicate of the original certificate to be made out and certified as aforesaid, and to be delivered to such master, mate or second mate."

Under previous conditions, one half the full fee was charged for a duplicate certificate, which was considered excessive. Under the amendment the Minister can fix what he considers to be a reasonable fee.

The Dominion Government has included in the supplementary estimates \$50,000 for the improvement of Goderich harbor. It is stated that this will be spent on the continuation of the present north-west breakwater.

so low that only the largest plants in the U.S. could produce them at a cost which would give a meagre margin of profit. In pig iron prices were still worse. Few, if any, of the U.S. furnaces made money, as pig iron was being sold below the average furnace cost, and the prices for export to Canada were cut from 50 to 75c a ton below those for their home market. Not only have we had to contend with the low prices on pig iron, but the Government regulations as to rebates on iron entering into agricultural machinery are so framed, that it practically prohibits the makers of agricultural machinery from using Canadian pig iron even in the machines where the material which enters into them is not subject to rebates. To enable us to run our plants full and absorb our overhead charges, and thereby secure the greatest economy, we were forced to sell goods at a very small profit.

In the trust deed for the bond issue provision was made for an additional issue of \$650,000.00 of bonds, the proceeds of which were to be used for providing further working capital. These bonds were sold during the year, and the total bond issue is now \$7,500,000.00, as compared with \$6,850,000.00 as shown on the previous statement.

The matter of the growth of Canada, and the necessity of our being able to take care of the increased consumption of iron and steel commodities, has been one that has had the serious consideration of your directors and officers, and it was decided, to enable us to take care