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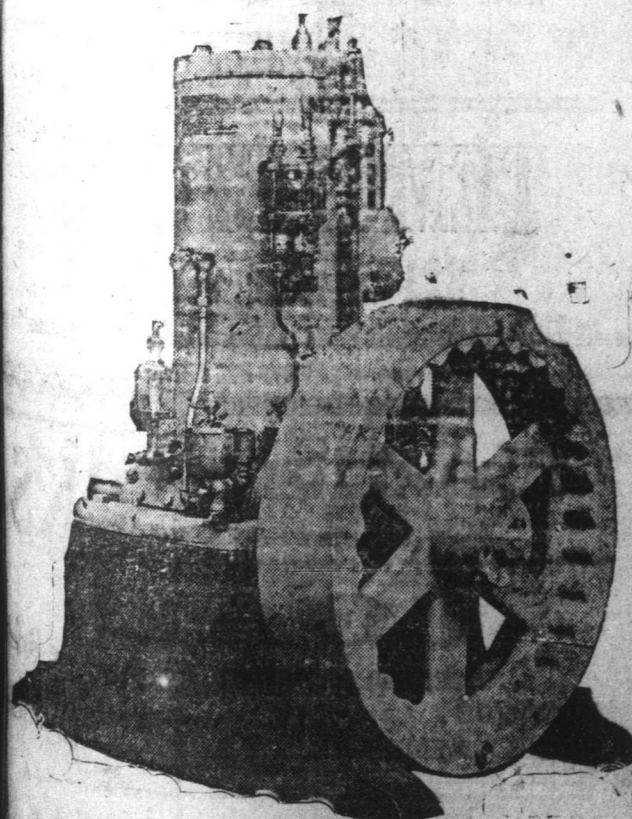
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### Ranger Enquiry

The above was continued at the Central District Court yesterday afternoon, when Commander Howley was put in the box and cross-examined by Messrs. McNelly and Winter.

Mr. John Taylor, Shipwright, was also called and deposed as to the condition of the hull of the ship. Commander Howley, cross-examined by Mr. McNelly—Witness made an examination of the Ranger's boiler; he did not make a thorough examination of the boiler outside of the damaged parts, but as far as he saw it was in fairly good condition. In the case of an old boiler he would think it advisable to have a hydrostatic examination every year. It would be difficult to say if this was absolutely necessary; some engineers would make one every two or three months. If he was in charge he would make a hydrostatic test every three months. Witness did not think it necessary to have cement at the bottom of a boiler; he would not have it in any boiler. If he was an inspector he would have the cement removed every year and a hydro-static test put on it. Tapping is done to produce sound; sound is produced by vibration where there is anything solid behind it. As he saw the boiler after the ship came in, there was no danger of explosion, the principal danger would be the helplessness of the ship. Often ships get disabled from various causes; tubes often blow out, for many reasons, and have to be repaired. If the witness had been Chief Engineer of the Ranger, when the first trouble occurred, he would have insisted on getting to port, and blowing down as soon as possible. Steam blowing out of a boiler would cause erosion and the effect of this would depend on the condition of the plate. A test is very necessary on an old boiler; if it cannot stand the pressure laid down there is something wrong and the amount of steam should be less than before. Every boiler plate will stand a certain strain, but there is a point which, having been reached, it will not go beyond; this is called the elastic limit. (Here the witness outlines the regular formulae used in the testing of boiler plates). For a period of eight years witness was constantly employed inspecting boilers in the Navy, but not in the interest of the Board of Trade. In this time he never saw cement in a boiler; he understands now that it is a common occurrence for cement to be in the bottom of boilers of ships; he has not heard of it outside of this enquiry. As far as he knows, it is laid down in Lloyd's that there should be a hydrostatic test made every two years, at least he thought he had seen it. (At the request of Mr. McNelly the witness will endeavor to find in Lloyd's rules, and also look up the Canadian and American rules).

### Cross-examined by Mr. Winter.

A hydro-static examination should subject all parts of a boiler to a like test. The cement will help to reduce the pressure on the plate where it was. In such a test if the boiler was in perfect condition all over you would not be able to put on sufficient pressure to make it burst out before some of the inside parts would have given away. In the present case the boiler would have burst out in the weak spots. It has been stated that cement is put in to protect the plates and rivet heads from corrosion and for convenience in cleaning out. Cement to the thickness of 2 1/2 or 3 inches is not necessary to accomplish the former, a cement wash, like paint would have done the same work. To take out the cement a chisel would have to be used. This would not cause any injury to the plate beyond making a mark. The cement would stand off the strain, but he would not suggest that it was put in for that purpose. The bottom part of the boiler is subject to corrosion on the inside and oxidation on the outside. When he saw the boiler his exterior was the same as it was before the ship went out to the icefields. You could tell if the plate had worn on the outside, but it would not be possible to say how much without measuring it. Looking at the plate of this particular boiler, in a casual manner, he would say it had worn. He would not test the thickness of the plate by tapping it; he would bore a hole through. This would be stopped by putting a rivet in the hole and screwing it tight.

Re-examined by Mr. Bradley.—At present there is nothing to show that there was danger of explosion. On the 11th of March it could not be said if

there was or not danger from explosion. Steam coming out a boiler would cause erosion; where cement was it would cut a hole in the cement, but would not be responsible for the general thinning of the plate in the vicinity. In the case of a new boiler the pressure is tested on the plates before the boiler is made. No formula could be used on the Ranger before it was first ascertained the thickness of the plates. A cement wash would have done the same to the place and rivet heads as the cement. He is still open to conviction as to the necessity of having cement in the bottom of the boiler. In his examination of the boiler he had discovered that oxidation had been going on for some time. He also examined the engines and found them in working condition, as far as he could see without testing the various parts. After three years of service he would not think they would be in first class condition. He understands they are in the ship since 1871.

Mr. H. J. Taylor, sworn, examined by Mr. Bradley.—Witness is a master shipwright and has fifty years' experience of this work. He has known the Ranger for over 38 years; she is built of white English oak. She is now built 54 years, and is as good as the day she was built. In 1917 he gave the ship a general overhauling which cost several thousand dollars. There were put in new beams, new hatch combings, new deck, new bolting, new stern, sternpost and rudder. As far as the hull of the ship is concerned, it is as good as the first day the ship came to the country. It is in first class, seaworthy condition.

This finished all the evidence in the case, and all that now remains are the addresses of counsel engaged. On Thursday afternoon at 3:30 these will be heard.

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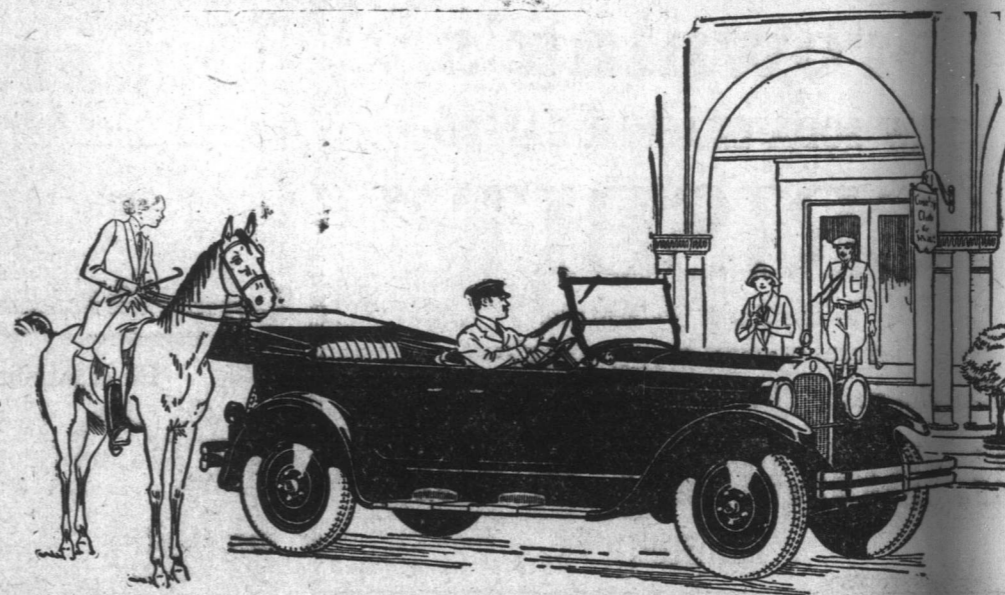
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### A Market for Fish Products

VICTORIA, B.C., April 30.—With the demand for fish oil and fish meal and dried fish in the United States and the Orient far exceeding the supply, plans are under way for the construction of five or six new fish meal and fish oil plants at various points on the Vancouver Island and mainland coasts this summer. Several private concerns and one public company are in the field to take advantage of the lifted ban on pilchards on this coast, and will fish them on a large scale for reduction purposes, it is stated.

Inhabitants of the West Coast of Vancouver Island record the information that for ten years past there has been an unflinching run of pilchards, and one captain plying the West Coast route stated that he had recently sailed for six hours through an immense school of pilchards.

### Left His Head

SICAMOUS, B.C., April 30.—A Pielta, a section hand on the Canadian Pacific Railway, is minus a hat but says he is thankful his head is still secure.

While travelling on a "speeder" near Solgirth recently he was followed by an eagle which circled around him for some moments and finally darted toward his back. In a moment his hat was whisked from his head and Pielta saw the great bird sail away with it to a neighboring tree.

Ring 2016 for good and competent drivers.—may7.51

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