

### Collision Between s.s. A. W. Perry and Schooner Albert J. Luk.

Commander H. St. George Lindsay, R.N.R., Wreck Commissioner, sitting at Halifax, Oct. 3, assisted by Captains Neil Hall and J. W. Harrison, of Halifax, gave the following decision respecting the above mentioned collision which occurred on May 16:—

"Both vessels are to blame for the collision, inasmuch as the speed that each was making prior to and at the time that they came in sight of each other, was excessive, considering the dense fog prevailing at the time, and not in accordance with article 16 of the International Rules of the Road. Therefore the court censures both masters, and also censures the first mate of the A. W. Perry—W. A. Power—for not stopping the engines (vide art. 16) on first hearing the schooner's horn. The court severely criticizes the custom of the watch officer being in a pilot house in thick weather, with both doors closed, and the engine room telegraph situated on the bridge, out of reach of that officer, as not being conducive to safe and proper navigation, and the court also condemns the custom, which is said to be general in fishing schooners, of leaving the decks of these vessels in charge of two deck hands only. Under such weather conditions as prevailed on the night of the accident, the court considers that such a practice is to invite disaster."

### Charges for Loading Grain at Port Arthur and Fort William.

A conference was held at Port Arthur, Oct. 8, between Jas. Playfair, President; F. King, Counsel, and F. S. Wiley, representing the Dominion Marine Association, and C. Tilt, President, A. C. Ruttan, Secretary, and others, representing the Lake Shippers' Association, when the following tentative agreement was arrived at:—

"It is agreed to suspend the Lake Shippers' Clearance Association's present tariff so far as it applies to vessels, from Oct. 15 to Nov. 25, 1912, inclusive, and to substitute the following:—

"(a) Vessels up to 125,000 bush. of wheat capacity, 30 cents per thousand bush. for loading within 24 hours of arrival, loading weather.

"(b) Vessels of 125,000 to 200,000 bush. of wheat capacity, 30 cents per thousand bush. for loading within 48 hours of arrival, loading weather.

"(c) Vessels of 200,000 or over bush. of wheat capacity as follows:—40 cents per thousand for loading in 24 hours; 30 cents per thousand for loading in 48 hours; 10 cents per thousand for loading in more than 60 hours; 20 cents per thousand for loading in 60 hours.

"If above time limits are exceeded in classes a and b the charge is to be 10 cents per thousand bushels.

"If delay is caused by non surrender of documents, the shippers are to be penalized by the Lake Shippers' Clearance Association to the extent of the estimated loss of revenue to that Association by reason of such delay.

"Sample cargoes to be loaded at 15 cents per thousand bushels straight.

"After No. 25, 1912, and until the close of navigation, the charge to be 20 cents per thousand bushels flat on all boats loaded.

"Time shall start from time of arrival ready for loading if such time is prior to 4 p.m. on a working day. If after that hour time shall start at 7 a.m. on the fol-

lowing morning if elevators not working during the night."

As above stated, the agreement is merely tentative and for a limited period and it is proposed to settle the whole question at a further conference during the winter. The important points of the present agreement are that it is an acceptance of the Dominion Marine Association's proposal to base the tariff of charges upon actual dispatch, that it is a frank open agreement that the most fruitful source of trouble is the shipper's delay in putting in his surrender, and that it is an agreement by the Lake Shippers' Clearance Association to try to discipline or penalize its members for such delays. The agreement is by no means perfect, but any faults or inconsistencies can be remedied during the winter, and in the meantime both associations are pleased to have found common ground to further negotiations.

### Atlantic and Pacific Ocean Marine.

Canadian Northern Steamships, Ltd., has increased the number of its directors from five to six.

The Manchester Liners' s.s. Manchester Civilian, which is under construction in England for the Canadian trade, is expected to be completed shortly, when she will immediately be put into service.

The Elder Dempster Co.'s s.s. Canada Cape, which was at one time in operation between Canada and Cape Colony, and which was damaged at Cape Town some time ago, has been sold as she lies in her damaged condition at Southampton, Eng.

In connection with the recent collision between the C.P.R. s.s. Empress of Britain and the s.s. Helvetia, in which the latter vessel was sunk and lost in the St. Lawrence, it is reported that the C.P.R. has arranged to give the owners £60,000 as compensation.

The Head Line s.s. Bengore Head, which stranded about five miles northeast of the Flower Island light, Oct. 6, floated the following day and put in at Fortune bay to await the arrival of a tug. She left Fortune bay Oct. 10, for Montreal, where an examination will be made.

The Canadian Northern Steamships, Ltd., has increased the number of its directors from five to six, R. M. Horne-Payne being the additional member of the board. The full board now consists of Sir William Mackenzie, Sir Donald Mann, Z. A. Lash, D. B. Hanna, A. D. Davidson and R. M. Horne-Payne.

The number and tonnage of ocean going vessels arriving at Montreal from the opening of navigation to Sept. 30, was 558, with a tonnage of 1,814,086 tons, being a decrease of 28 vessels and an increase of 58,580 tons, as compared with the same period in 1911. During past years there has been a steady increase in the tonnage of vessels using the St. Lawrence route.

The Minister of Marine, accompanied by a number of representatives of the shipping interests, made his annual inspection of the St. Lawrence ship channel early in October. Speaking at a dinner at Sorel, he stated that it was the intention of the government to make the channel the safest in the world. In a few years time there would be a 35 ft. channel, and he predicted great growth in the tonnage using the St. Lawrence route.

The report of Manchester Liners, Ltd., for the year ended June 30, shows profits of £101,946, a little over double those of the previous year. There are arrears of dividend on the 5% preference stock, cover-

ing 3½ years, which are to be paid off, and £45,000 has been written off for depreciation, leaving £10,100 to be carried forward. The company operates entirely between Canada and Manchester, Eng., and is a subsidiary of Furness, Withy and Co., who are largely interested in the Richelieu and Ontario Navigation Co.

On a recent westward trip of the Canadian Northern s.s. Royal Edward, an apparatus for the detection of the presence of icebergs, during fog, etc., was tested. It is described as an electric, automatic, self recording apparatus for taking the salinity of the water, with an automatic ice alarm which is sounded immediately the proximity of ice is discovered. This is achieved, not by the change in temperature of the water, but by the change in salinity, which is greatly reduced by the presence of icebergs. It is stated that the tests were extremely successful.

The s.s. Thyra Menier, which has been chartered by Henri Menier for the Anticosti island trade, is owned by the Donald Steamship Co., of Bristol, Eng., and New York, and was recently built at Newcastle, Eng. She is built on the arch principle, and is of the following dimensions:—length, 240 ft.; breadth, 36 ft.; depth, moulded, 16 ft. 5 ins., with 5 ft. 9 ins. arch. The propelling machinery consists of engines and cylinders 17, 28 and 46 ins. diam., by 33 ins. stroke, supplied with steam by two main boilers, 12 by 10½ ft., at 180 lbs., giving her a speed of about nine knots an hour. She will carry about 2,250 tons dead weight on 16 ft. draught.

### Maritime Provinces and Newfoundland.

The work of construction on the pier at Halifax, which is a part of the general improvement of the harbor, is proceeding, but it is estimated that it will not be completed until next year. The cost is approximately \$1,000,000.

The annual meeting of the Canada Atlantic Transit Co., was held recently. Following are the officers and directors for the current year,—President, E. J. Chamberlin; Vice President, H. G. Kelley; Secretary-Treasurer, F. Scott; other directors, W. Wainwright, J. E. Dalrymple, R. S. Logan and W. H. Biggar.

The Reid Newfoundland Co.'s steamship for the Cabot strait service, and the one for the Labrador service, descriptions of which have been given in a previous issue, are well on the way, and it is anticipated that the former will be ready for service about January, and the other in time for the seal fishery season.

The Canada Atlantic and Plant Line Steamship Co.'s s.s. Evangeline, a description of which has been given in a previous issue, is announced to sail for Canada shortly, some delay having occurred on account of extra work to her interior fittings. H. L. Chipman, Manager of the company, superintended her outfitting.

The British government survey ship Ellinor, which has been engaged in survey work round Newfoundland and Labrador for some time, has been removed from that neighborhood, and sent to the West Indies to carry out the survey of a harbor there, after which she has been ordered to return to England, about April, 1913. The Newfoundland government is making representations to the British government, in the hope that the work hitherto done by the Ellinor be continued.

At a recent meeting of the Halifax board of trade, a communication was received from a steel shipbuilding concern in England, making a proposal for the establishment