

Stranding of the s.s. Kenkon Maru Investigated.

An investigation was held at Victoria, B.C., recently, into the causes of the stranding of the Japanese s.s. Kenkon Maru No. 3, on the Belle Chain reef, on the south side of the Gulf of Georgia, Jan. 12. Capt. J. D. Macpherson, Wreck Commissioner for British Columbia, presided, and was assisted by Capt. Ridley and Parsons as nautical assessors. The judgment stated that the evidence, so far as the captain, officers and crew of the Kenkon Maru were concerned, was clear and convincing, but that the reverse was the case with the only British witness examined, viz., J. E. Butler, a pilot belonging to the Nanaimo District, to whom the vessel had been entrusted. The court regretted to say that it had rarely heard evidence of a more evasive and contradictory nature, and it was evident that it was given for the sole purpose of misleading and deceiving the court as much as possible as to what were really the causes of the stranding. It was successful to a great extent, but as is generally the case in evidence of this character, it was too transparent, and proved the witness's undoing. The court therefore, after having studied the evidence, which, with the exception of Butler's, had all been translated from Japanese, found that the sole blame for the stranding must be imputed to J. E. Butler, the pilot in charge at the time. Instead of taking every precaution under the circumstances then existing, he navigated the vessel in a most careless and casual manner, taking no notes of time, courses or anything else, and when the weather became densely thick with snow, he, with absolute disregard of article 16, and uncertain of his position as he must have been, went on blindly at full speed, without even the engine room telegraph at stand by, until

the vessel struck the rocks. As this was not his first accident, and as a warning to others, he was fined the costs of the investigation, \$230. No blame was attached to the officers and crew of the Kenkon Maru, as they were strangers on the coast, and naturally had an instinctive respect for, and confidence in, a British pilot. There was no excessive deviation in the vessel's compasses, and any such did not contribute to the stranding.

We are advised that an appeal against the court's decision has been decided upon.

Rumored Sale of Montreal Transportation Co's Business.

In the early part of May, rumors were current to the effect that A. B. Mackay, formerly of R. O. & A. B. Mackay, Ltd., Hamilton, Ont., who has lately been dealing considerably as a vessel broker, in conjunction with "a prominent Chicago financier," had secured control of the Montreal Transportation Co., and that the Nova Scotia Steel & Coal Co. held the balance of the stock. A. B. Mackay's investment was mentioned as being in the neighborhood of \$500,000.

Montreal Transportation Co. officials were reported, May 8, to have declined to discuss the report more than to say that while there had been negotiations, nothing had been consummated. The Nova Scotia Steel & Coal Co. issued a statement, May 9, to the effect that the company was not interested in a syndicate which was stated to be negotiating for the control of the Montreal Transportation Co., and we were officially advised that the press reports that A. B. Mackay had secured control of the company were not correct. The facts appear to be that A. B. Mackay obtained an option on the M. T. Co.'s stock, or nearly the whole of

it, and the impression is that he will exercise it. The "prominent Chicago financier" referred to is said to be J. S. Norris, of the Norris Grain Co. A Montreal report mentions Sir Herbert Holt and L. C. Webster, of the Nova Scotia Steel & Coal Co., as being interested.

The Montreal Transportation Co., Ltd., is an old established business, and until 1903, had an authorized capital of \$300,000. In that year the company was re-organized with a capital of \$1,000,000. The paid up capital is about \$913,000, and there are no bonds outstanding. The steamships owned are: Advance, Glenmount, India, Kinmount, Rosemount, Simla, Stormount and Windsor; tugs, Bartlett, D. G. Thomson, Emerson, Glide, H. F. Bronson, M. P. Hall and Mary; lake barges, Augustus, Burma, Dunmore, Hamilton, Hiawatha, Kingston, Lapwing, Melrose, Muskoka, Quebec, Selkirk, Thrush, Ungava, Valencia and Winnipeg. In addition to this, the company owns the entire capital stock of the Prescott Terminal Co., \$500,000. The chief officials are, B. McLennan, President; Farquhar Robertson, Vice President; L. L. Henderson, Managing Director; A. Kingman, A. G. Thomson, H. A. Calvin and A. E. Ogilvie, other directors.

The International Mercantile Marine Co., which has been in the receiver's hands for some time, will, it is reported, pass under the American International Corporation's control shortly. This corporation was formed a few months ago, with an authorized capital of \$50,000,000, with the object of promoting U. S. trade in foreign fields. The Pacific Mail Steamship Co. has been acquired, and it is stated that control of the International Mercantile Marine Co.'s stock has been purchased in the open market.

Cost of Levis Car Ferry.—Hon. Mr. Lougheed stated in the Senate, May 4, that the total cost to date of the car ferry steamship plying between Quebec and Levis, was \$601,231.03. In January it made 62 trips across the river, carrying 904 cars and 9 locomotives, and in February, 63 trips, carrying 883 cars and 2 locomotives. The cost of operation was \$4,839.32 in January, and \$4,828.85 in February. The cost per car for ferriage was \$5.37.

Grain Trade Enquiry.—R. Magill, W. D. Staples and J. P. Jones, of the Dominion Grain Commission, have been appointed by the Dominion Government as a commission to investigate the handling and marketing of grain in Canada, and particularly its grading and weighing, shipment from country elevators, financing and shipment to lake and ocean ports.

The rule established during the war, in Great Britain, that blinds on the windows and doors of railway carriages, must be kept lowered when travelling with lights burning, is being strictly enforced. Several passengers have been fined for infractions recently.

J. S. Dennis, Assistant to President, C. P.R., Calgary, Alta., advised the Lethbridge Board of Trade, recently, that if the Alberta Government decided to erect a school for agriculture in that district, the company would consider making a grant of land for a site.

E. Pope, Superintendent, Dominion Government Telegraphs, Quebec, Que., is reported to be about to place a new multiplex telegraph system on the market. He has been actively engaged in telegraphy since 1855, and has held his present position since 1863.

Grain in Store at Terminal Elevators, Interior Terminal Elevators and at Public Elevators in the East.

Week ending May 12, 1916.	Wheat. bushels.	Oats. bushels.	Barley. bushels.	Flax. bushels.	Totals. bushels.
Port William—					
C. P. R.	1,929,004	403,242	314,453	131,383	2,646,699
Consolidated Elevator Co.	726,199	132,565	25,281	199,080	1,015,428
Empire Elevator Co.	1,109,390	323,667	72,640	199,080	1,704,777
Ogilvie Flour Mills Co.	897,961	121,727	40,273	1,059,961	1,059,961
Western Terminal Elevator Co.	542,145	220,017	7,857	197,454	967,473
G. T. Pacific	1,800,468	687,900	166,886	140,061	2,795,315
Grain Growers' Grain Co.	945,755	280,648	24,590	1,250,993	1,250,993
Port William Elevator Co.	302,740	181,291	65,008	7,035	556,074
Eastern Terminal Elevator Co.	414,757	194,739	26,755	.....	636,251
Port Arthur—					
Port Arthur Elevator Co.	2,292,375	640,377	270,203	129,317	3,332,272
D. Horn & Co.	132,058	58,971	32,046	230,288	453,363
Dominion Government elevator	1,004,311	347,935	38,341	82,340	1,472,927
Grain afloat	.....	.....	.....	.....	.....
Total terminal elevators	12,097,163	3,593,079	1,084,333	1,116,958	17,891,53
Calgary Dom. Govt. Elev.	667,294	411,072	11,854	1,069	1,091,283
Saskatoon Dom. Govt. Elev.	2,135,167	867,787	50,571	141,140	3,194,669
Moose Jaw Dom. Govt. Elev.	2,416,856	271,781	22,771	57,036	2,768,445
Total interior terminal elevators	5,219,317	1,550,640	85,196	199,245	7,054,398
Depot Harbor	477,206	.....	.....	.....	477,206
Midland—					
Aberdeen Elevator Co.	445,873	181,860	.....	.....	627,733
Midland Elevator Co.	765,734	49,870	.....	.....	815,604
Tiffin, G.T.P.	1,422,894	596,018	58,032	.....	2,076,944
Port McNicoll	611,116	746,812	.....	9,985	1,368,513
Collingwood	.....	.....	.....	.....	.....
Goderich Elevator & Transit Co.	351,716	11,350	.....	.....	362,466
Kingston—					
Montreal Transportation Co.	.....	.....	.....	.....	.....
Commercial Elevator Co.	.....	.....	.....	.....	.....
Port Colborne	517,441	182,186	186,318	8,000	893,945
Prescott	.....	.....	.....	.....	.....
Montreal—					
Harbor Commissioners no. 1	1,185,701	765,725	18,786	.....	1,970,212
Harbor Commissioners no. 2	606,664	1,485,471	23,992	25,332	2,141,459
Montreal Warehousing Co.	829,998	950,248	18,890	32,389	1,831,525
Quebec Harbor Commissioners	638,999	149,448	11,168	.....	799,615
West St. John, N.B.	827,161	260,938	37,094	.....	1,125,193
Halifax, N.S.	.....	.....	.....	.....	.....
Total public elevators	8,680,503	5,379,926	354,280	75,706	14,490,415
Total quantity in store	25,996,983	10,523,645	1,523,809	1,391,909	39,436,346