

### Rumors Concerning Canada Steamship Lines, Limited.

During the past few weeks a number of rumors concerning the position of Canada Steamship Lines, Ltd., have been freely circulated, and in this connection, Jas. Caruthers, President, has made the following statement,—"On account of erroneous, and in many cases, maliciously false reports, which have been circulated, I consider it my duty to the shareholders to lay the following facts before the public: To the assertion that Canada Steamship Lines, Ltd., owes the Bank of Montreal, the only bank with which it does business, \$1,250,000, I may say that the company does not owe the bank a cent. On the contrary it has a considerable amount to its credit there. Then I hear that there is a report to the effect that the company, while it got 6c. last year for transporting wheat is only getting 2½c. a bush, this year. The truth is that we have been getting from 4½ to 6½c. a bush, this year—a reduction from last year, it is true, but one offset by the fact that the company is enabled, by the greater size of some of the boats employed, in this trade, to transport not only much more economically than ever before, but with better dispatch at both ends."

Regarding general receipts, the President said although it was impossible to forecast the future, the freight and passenger receipts are so far this year, ahead of those of the same period last year, and contracts for shipments have been made assuring satisfactory profits for a good part of the season. On the question of freight rates, he stated that the average rate received for grain last year was 5½c. a bush, for the whole season. During this season the rate commenced at 6½c., and it now is 4½c., and he announced that the company had booked at 5½c. for October. He also stated that all of the vessels in the company's service were in operation.

### Stern Wheel Steamboats for the Saskatchewan River.

Canadian Railway and Marine World for June contained some reference to the two steamboats which the Saskatchewan Steamship and Coal Co. has arranged to operate on the Saskatchewan River, between Prince Albert and North Battleford, Sask., and Edmonton, Alta. The hulls are being built at Prince Albert, and the machinery is being supplied from Chicago, Ill.

The vessels will be about 140 ft. long by 35 ft. beam, but full details have not been settled, and some changes may be made. The engines will be of the direct acting type, each cylinder being 14 ins. diam. by 60 ins. stroke, with double steam chest and ring fitted piston valves. The cylinders will be adjustable, on mild steel bedplates, being arranged for lining up. The wheel shaft will be of forged steel 7¾ ins. hexagon, built to conform to Canadian regulations, and fitted with forged steel cranks hammered out of the solid; crank pins forged steel and in proportion to the wheel shaft; wheel shaft fitted with four steel flanges for a 16-arm paddle wheel; crossheads of steel fitted with bronze gib adjustable both top and bottom; eccentric rods of extra heavy gauge tube and wood filled; connecting rods wood filled, with forged steel straps held in place by through bolts; connecting rods fitted with strap and key take-up boxes; the fittings for the engines will include marine lever throttle valve, sight feed lubricators, cylinder drain valves, grease cups, oil cups, etc., and the

engines will be operated by Stephenson link, and latch handle locomotive reverse lever working in double quadrant with cut-off notches indicated. The boilers will be of the horizontal return flue, internally fired, Clyde marine type, 6½ ft. diam. by 11 ft. long, each containing 94 tubes 3 ins. diam. fitted with Morison furnaces 40 ins. diam. outside, with steam dome 40 ins. diam. by 36 ins. high. The boilers are built according to the Canadian regulations for a working pressure of 175 lbs. The feed water pumps are 6 by 4 by 6 with auto positive injectors, fire pump 6 by 4 by 6, of the ram type. The exhaust steam passes through a feed water heater consisting of a double galvanized spiral pipe casing with iron pipe coil. The vessels will be equipped with double drum steam capstan fitted to the forward deck, operated by double 5 by 7 engines, and driven by all steel gears. The electric equipment will include a 100 light generating set, the dynamo being direct connected to a 6 by 5 engine; and a 15 ins. searchlight fitted with mirrors will be fitted and controlled from the pilot house. The steering wheel will be 7 ft. diam., of hardwood, with connections for three rudders.

### The Keystone Transportation Company's s.s. Keynor.

The s.s. Keynor, which has been built for the Keystone Transportation Co., Ltd., Montreal, by the North of Ireland Shipbuilding Co., Ltd., at Londonderry, Ireland, recently, has the following dimensions:—Length h.p. 250 ft.; breadth extreme 42½ ft.; moulded depth 20 ft. She has a corresponding draught in fresh water of 14 ft., and a dead-weight carrying capacity of about 2,300 tons.

She has been built to Lloyd's highest class for service on the St. Lawrence River and Great Lakes. Her machinery consists of triple expansion engines supplied with steam from two single ended boilers, fitted with Howden's forced draught. She has 4 special steam winches and a complete outfit of derricks, etc., for dealing with cargo, also powerful steam windlass, a steam steering gear, electric light throughout, the navigation lights, compasses and telegraphs being electrically lit.

Very complete accommodation for the owners as well as state rooms and rooms for officers and deck hands is provided in the fore-castle, with the captain's accommodation in a house on the deck above, the pilot house for navigating purposes being on top of the captain's quarters. The dining room, kitchen, pantry, cold store, engineers' rooms and excellent accommodation for firemen, etc., are in a large deck house at the after end of the vessel.

The Keynor sailed from Londonderry June 6, for Sweden, to load wood pulp, after which she left for Montreal, where she is expected about the middle of July. She is a sister vessel of the Keyvive, owned by the same company.

**The Sault Ste. Marie and the Suez Canals Compared.**—In the last issue of Canadian Railway and Marine World was given some figures comparing the traffic through the Sault Ste. Marie Canal with that passing through the Suez Canal. The figures relating to the Sault Canal were those for 1912, and related to the United States Canal only. The total number of vessel passages through both the Canadian and U.S. canals for 1912 was 22,778, with a registered tonnage of 56,736,807, and for 1913, 23,795 total vessel passages with a registered tonnage of 57,989,715.

### Another Projected Merger in Great Lakes Navigation.

A navigation company, which will probably be named the Gulf and Lake Navigation Co., is said to be in process of formation in Toronto, and in this connection, negotiations are reported to be proceeding with the Farrar Transportation Co., for the acquisition of its property. It is reported that the Farrar Transportation Co.'s shareholders have been offered \$125,000 in cash, \$25,000 in 7% cumulative preferred stock, and \$125,000 of common stock in the new company. This would work out at approximately \$62, one share of preferred and half a share of common stock, for each share now held. It is also reported that the new company will issue bonds to the extent of 50% of the appraised physical assets, with preferred stock and common stock issues of similar amounts respectively. It is stated that an elevator has been acquired at Kingston, Ont., and docks at Oswego, N. Y., near the outlet of the Erie Canal, for the purpose of routing grain to New York.

J. W. Norcross, Managing Director, Canada Steamship Lines, Ltd., was mentioned as being concerned in the matter, together with some U. S. interests, but is reported to have stated that he had no interest in it, and that the new company would have no connection, either directly or indirectly, with Canada Steamship Lines, Ltd.

The Farrar Transportation Co. owns the steamships Collingwood and Meaford, valued in its last balance sheet at \$408,409.03, and at Dec. 31, 1913, showed total assets of \$496,454.85, with an excess of assets over liabilities of \$163,976.63. The gross earnings for the year were \$166,620.33, with a net profit of \$62,778.37. There was a bonded indebtedness of \$81,000 on the s. s. Collingwood, and there was an amount on hand to take care of the interest and principal payments on this for the next three years. The intrinsic value of the shares at the close of the year, was placed at \$165.55 each. A dividend of 10% with a bonus of 5%, was paid for 1913. The officers are,—President, T. I. Thompson, Owen Sound, Ont.; Vice President, E. R. Wayland, Fort William, Ont.; Secretary-Treasurer and Managing Director, G. E. Fair, Toronto; other directors, E. Stubbs, Sault Ste. Marie, Ont.; D. D. Lewis, Lorain, Ohio; W. E. Allen, Toronto; M. Snetsinger, Thornbury, Ont.; G. P. Pearsall, Collingwood, Ont.; and C. I. de Sola, Montreal.

**The Cunard Steamship Co's report for 1913** shows that, including £88,964 8s. 0d. brought forward from 1912, the profits were £1,276,795 0s. 10d. After debiting income tax and debenture interest and reserving £443,637 4s. 9d. for depreciation, there is at the credit of profit and loss account, £710,364 17s. 4d. Of this, £300,000 has been placed to repair and renewal fund, £57,735 to insurance fund, and £100,000 to reserve fund. A dividend of 5% has been paid on the preference stock, amounting to £59,735 to insurance fund, and £100,000 to declared on the ordinary shares, leaving £130,377 17s. 4d. to be carried forward to the current year's accounts. The report states that the steamships Andania and Alaunia were received from the builders, July 1 and Nov 13 respectively, and were placed in service on the Canadian route. A contract has been placed at Wallsend on Tyne, Eng., for the construction of another passenger and cargo steamship, to be named Aurania, for the London-Canada service.

The name of the steamboat Clyde, purchased from foreigners, has been changed to Stanstead.