

The Ontario Car Ferry Company's Car Ferry Ontario No. 2.

This vessel made her first trip on the route between Cobourg, Ont., and Rochester, N. Y., Sept. 16. A machinery trial trip took place at Toronto, Aug. 28, when a number of those interested in transportation had a couple of hours run on the lake at the invitation of the builders. It is not the company's intention to place her in regular service at present, the car ferry Ontario No. 1 remaining in service for the remainder of the passenger season, when Ontario No. 2 will take up the freight business for the winter and be fitted out for passenger service in the spring. In the meantime Ontario No. 1, will be taken off the route and thoroughly overhauled.

The Ontario No. 2, which is practically a sister vessel of the Ontario No. 1, was built

14 by 12 ft. fitted with forced draught, and carrying 180 lbs. of steam. A detailed description of the vessel was given in Canadian Railway and Marine World for April, 1914.

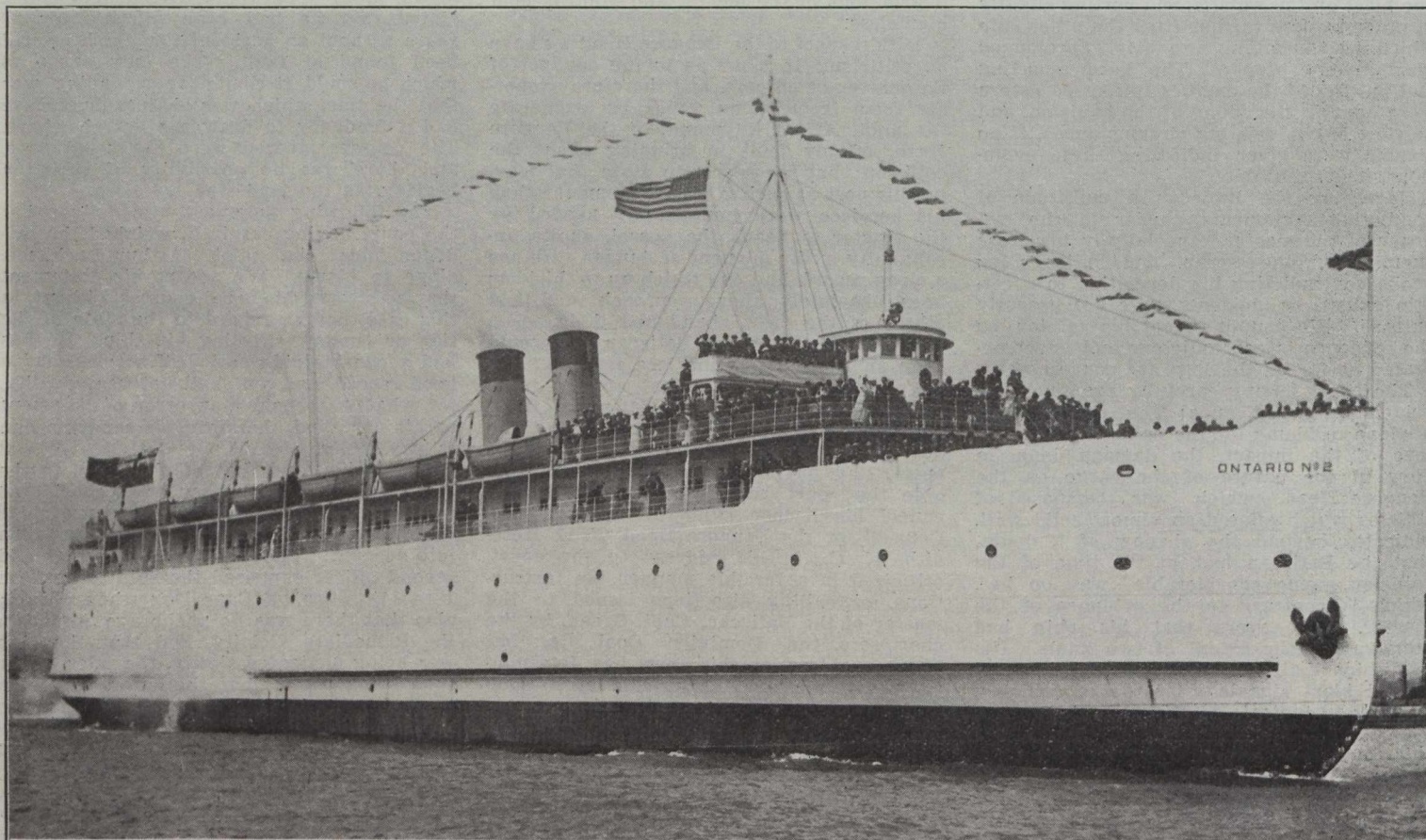
The Loss of the s.s. Alexandria.

An investigation was held at Toronto, Aug. 30, by Capt. L. A. Demers, Dominion Wreck Commissioner, assisted by Capt. Jas. McMaugh and Jno. Williams, into the causes of the loss of Canada Steamship Lines s. s. Alexandria off Scarboro Bluffs, near Toronto, Aug. 3.

The master, Wm. Bloomfield, stated that he was bound from Port Hope to Toronto, and on leaving port the weather was thickening intermittently with a light wind astern and very little sea. Later in the day, the weather being misty, he changed his course to make

the starboard boats, and lines were fastened so that they could make shore and be brought back again; but this method was ineffective. The crew were rescued by the life saving crew there, and employees of the company, about 3 o'clock a.m., the ship having been exposed to the storm from about 5.30 the previous evening. The first officer corroborated the master as to weather conditions, and said that he left the master in charge of the steering when he received an order to jettison some of the cargo from the forward hold, to increase the draught aft, she being then 6 ins. by the head; but this was found ineffective. The wheelsman testified that the ship steered well in ordinary circumstances; but on this occasion, in view of the strength of the wind and seas she would not answer her helm and became absolutely unmanageable.

After carefully weighing the evidence ad-



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by Polson Iron Works, Ltd., Toronto, and is of the shelter deck type, with four tracks on the main deck, which is of steel throughout without wood sheathing. The shelter deck is of steel laid flush, with a steel deck house running throughout its greatest length, with accommodation for passengers, officers and crew. The hull is divided by six water tight transverse bulkheads extending from the keel to the main deck with a longitudinal bulkhead along the centre line. The vessel has capacity for 28 loaded cars of 68 tons gross weight each, and 200 tons of fuel in the bunkers. The draught is 16½ ft. when fully loaded, and the normal speed will be 13 miles an hour, but the machinery is capable of making 15 miles an hour on emergency. The propelling machinery consists of two triple expansion jet condensing engines with cylinders 20½, 33 and 54 ins. diam., by 36 ins. stroke, running at 110 r.p.m., and supplied with steam by four Scotch boilers

out the land and perceived he was in the vicinity of Frenchman's Bay, and hauled out on his former course. Shortly after a strong wind arose and the vessel became unmanageable. He tried to bring her towards the land, or to keep her away from the land, but she broached to, and the seas striking her, the anchor shutters were carried away and the water got into the gangways and the holds. When advised by the engineer that there was a certain quantity of water in the hold he attempted to make the land; but the ship would not answer her helm. The wind increased until it rose to a heavy gale, and the seas roughened rapidly, and therefore, knowing that his ship had been repaired, and was stronger at the stern than at the bow, he backed her to the shore, and finally grounded at Scarboro Bluff. At the time she grounded there were some 3 ft. of water in her hold, and the fires were put out shortly before. He gave orders to lower

duced, with respect to the navigation of the vessel, and the statements of witnesses regarding the strength of the wind on that afternoon, when it was proved that ships of stronger build than the Alexandria had to return to port in view of the wind conditions, which reached the velocity of a hurricane, the court finds that the master, in view of his idea of consideration for the lives of the crew under his care, and thinking he was justified in beaching his vessel owing to his being under the impression that if he went out further to sea his ship could not have stood the fury of the gale, and the seas, which had already done considerable damage, in fact to such an extent that she was making water, was not guilty of fault. The method adopted by the Master in beaching his vessel appears, on the face of it, a peculiar one; but owing to the conditions already mentioned as existing, the vessel could not be brought over to star-