

# Union Marine Insurance Company, Ltd.

Head Office Liverpool, England

Losses made payable at any principal ports of the world.

## FRANK WATERHOUSE & CO., Inc.

Marine Insurance Department

Norman Waterhouse in Charge

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### EARNINGS OF C. M. & ST. P. RAILWAY

In the fiscal year the St. Paul proper earned \$1,853,262 less gross than in the preceding year. Net fell off \$2,922,900. In the month of June gross increased by \$144,495, but net fell off \$446,973. The large falling off in net in the face of an increase in gross has some explanation, perhaps, in the fact that in readjusting tax charges, etc., June has to bear the burden of any underestimate in the earlier months, as it gets the benefit of any overestimate. Likewise it is possible that the management of the road, when there was no doubt that 1911-1912 was bound to be a bad year, spent somewhat more on maintenance, etc., than was necessary and so provided itself with room for reasonable economy later on. The earnings of the Chicago, Milwaukee & Puget Sound, all of whose \$100,000,000 of stock is owned by the St. Paul as well as most of its bonds, made a better showing than those of the parent road. For June gross increased \$209,041 and net \$81,513; for the year \$1,616,245 was the increase in gross, but fell net off \$31,760.

### SEATTLE HARBOR ISLAND TERMINALS

An important step has recently been taken towards the consummation of this widely discussed project in anticipation of more satisfactory results. With the drafting of the Harbor Island lease in its final form between the Port of Seattle, the Pacific Terminal Company and the Pacific Building Company, the latter a subsidiary company of the first, which is to have charge of the construction work, the lease has been signed by the Port Commission, authorizing the construction of terminal facilities on Harbor Island.

The Port Commission has clearly stipulated the terms upon which the construction may proceed and is now ready to abide by these terms, providing the lessees subscribe to them. The lessees have requested time extension in which to execute and deliver the bonds binding the agreement. November 1, 1912, has been agreed upon by the Port Commission as the final date for the execution of the lease by the companies so concerned as mentioned above. By October 15, 1912, the Pacific Terminal Company and the Pacific Building Company must be duly incorporated here in compliance with the laws of the state of Washington. Upon fulfillment of these conditions, it is further mutually agreed that the consummation of the lease be subject to four contingencies, which provide that the lease shall not be operative if (1) condemnation proceedings against the necessary area, at a price satisfactory to the port are not completed within six months; (2) if the bond issue, in amount and at a price satisfactory to the port, can not be disposed of; (3) if the decision of the supreme court in a case now pending shall make it illegal, or in the judgment of the port impracticable, for the port to carry out

the project; and (4) if the port is enjoined for a period of six months from executing or proceeding under the lease.

After fully meeting these stipulations and conditions, and before the actual operation of a system of terminal facilities, the lease is to become operative.

We sincerely trust that all contingencies will be favorably disposed of and that the lease will result in the rapid growth and development of Seattle's splendid harbor.

### NEW WIRELESS ACT.

The new amended wireless act, which takes effect on October 1st, 1912, makes it unlawful for all steamers, except on ocean routes less than 200 miles long, licensed to carry, or carrying, 50 or more persons, including passengers or crew, or both, to leave, or attempt to leave, any port of the United States unless equipped with an efficient apparatus for radio-communication, in good working order, capable of transmitting and receiving messages over a distance of at least 100 miles by day or night; and such steamers must also have an auxiliary power supply, independent of the main electric power plant, which will enable the sending, for at least four hours, of messages for the same distance, day or night.

The radio equipment must be in charge of two or more persons skilled in the use of such apparatus, one of whom must be on duty at all times while the vessel is navigated.

Such equipment, operators, regulation of their watches, and the transmission and receipt of messages (except as may be regulated by law or international agreement) shall be under control of the master, if a vessel of the United States; and the willful failure of the master to enforce at sea the provisions of this act shall subject him to a penalty of \$100.

This act, so far as it relates to ocean cargo steamers, will take effect on July 1, 1913, providing that on cargo steamers, in lieu of the second operator provided for in this act, there may be substituted a member of the crew or other person who shall be duly certified and entered in the ship's log as competent to receive and understand distress calls or other usual calls indicating danger, and to aid in maintaining a constant wireless watch.

An apparatus is not considered efficient unless the company installing it contracts to, and shall in fact, exchange messages with shore or vessels using other systems of radio-communication.

The master of any vessel who leaves or attempts to leave, any port of the United States in violation of any of the provisions of this act shall be liable to a fine not exceeding \$5,000, which shall be a lien upon the vessel, and the leaving, or attempting to leave, each and every port of the United States shall constitute a separate offense