

Canadian Lake Protective Association.

Casualties to vessels enrolled in the Canadian Lake Protective Association, during 1915, all more or less of a minor nature, have been dealt with at various meetings of the committee this year. One of the casualties dealt with, revived the discussion of the danger arising when a signal from the bridge to the engine room is misunderstood and simply repeated. The second and subsequent signals are often interpreted in the engine room as a demand for the same action the engineer has taken after the first signal. It is urged by experienced masters that in every case where it is apparent that a signal has been misunderstood, the officer on the bridge should at once signal an alarm by a rapid movement and ringing of the Chadburn apparatus, and then repeat the correct signal. The mistake will then be noticed and corrected promptly, and when the vessel is in close quarters, much damage may be avoided.

In one of the cases of grounding, it was made clear that no vessel under the conditions then existing should attempt to enter Harbor Beach, Lake Huron, if drawing more than 16 or 17 ft. The Lake Carriers Association has been asked to make some effort with a view to having the U.S. authorities improve the harbor so that it may be available as a refuge at all times. The association's committee decided to take no further action for the time being with reference to the proposed double courses, east and west of Caribou Island in Lake Superior, as opinion generally was against the proposal.

In view of the risk of damage and delay from fire as exemplified in one of the casualties, the committee resolved that smoking be prohibited in the sleeping quarters of all vessels, and instructions were given accordingly to all members to instruct masters to see that the rule is strictly observed.

The recommendation of the Great Lakes Protective Association that no vessel should attempt to pass another in the shallow and narrow channels between the lower end of Port Huron middle ground and the Corisca Shoals lightship, and between the upper end of Russell Island

and the lower end of St. Clair Flats canal, was adopted.

Attention may be called to the very good record of the vessels enrolled in the association. In a total of 116 accidents for the first half of this year, only 6 affected vessels in the association.

The Quebec Shipbuilding and Repair Co. Ltd., which was incorporated recently with office at Montreal, has an authorized capital of \$40,000. It has leased the dock at the Island of Orleans from Le Chantier Maritime de St. Laurent Ltee., with the intention of building wooden schooners there. The company's officers are, James Playfair, Midland, Ont., President; R. A. Carter, Montreal, Vice President and Managing Director; M. P. Connolly, Quebec, Que., Second Vice President; and G. A. Wood, Montreal, Secretary-Treasurer; James Playfair is President and Managing Director, Great Lakes Transportation Co., and was formerly connected with a number of navigation companies, now concentrated in Canada Steamship Lines Ltd.; R. A. Carter and G. A. Wood are insurance brokers in Montreal, the former having been at one time in the Richelieu and Ontario Navigation Co.'s service; and M. P. Connolly is Canada Steamship Lines' agent at Quebec. In addition to these, E. S. Farley, a yacht broker, Chicago, Ill., is a director.

Suggested Car Ferry Service for the North Sea.—The Swedish State Railways management is making enquiries regarding the possibility of establishing a daily ferry service across the North Sea, between Gothenburg, Sweden, and some port in England. Ferries with a displacement of about 11,000 tons are suggested, of which four would be required for service and an additional one for reserve. The distance would approximate 500 miles. It is highly improbable that any negotiations will be carried on seriously while the war continues.

The International Joint Waterways Commission held a meeting at Ogdensburg, N.Y., at the end of August for further discussing the pollution of boundary waters, evidence being taken with special reference to the pollution in the Thousand Island district.

Quebec Transportation and Forwarding Co. Changes Ownership.

The Quebec Transportation and Forwarding Co. has passed from the control of the original directorate to one representing United States interests, and is being managed by the Canada Shipping Co., Ltd., Montreal. The Quebec Company was originally incorporated under the Dominion Companies Act, April 2, 1906, with an authorized capital of \$145,000, and office at Quebec, Que. The company was practically a close corporation, the directorate being J. S. Thom, President; M. J. Hackett, Vice President; W. J. Hackett, Manager, and L. Thom. The company owns three steam tugs, Florence, J. H. Hackett and Margaret Hackett, and five barges, A. D., F. D. Ewen, Gladys H., Katie H., and Zapotec. The new officers of the company are: T. Dougherty, New York, President; F. A. Augsbury, Pyrites, N.Y., Vice President, and G. J. Madden, Montreal, Secretary and Manager.

The Canada Shipping Co., Ltd., was incorporated under the Dominion Companies Act Feb. 24, 1910, with an authorized capital of \$20,000 and office at Montreal. H. Munderloh, Montreal was chiefly concerned in the business, which was chiefly a commission and chartering one. He sold his interests in 1915 to T. Dougherty & Co., New York, who operate in conjunction with Duthie and Madden, Montreal. The company owns the s.s. John B. Ketchum 2nd, originally owned by the Spokane Steamship Co., Port Huron, Mich., and during this year also operated the steamships Cabotia, Compton and Robert R. Rhodes. The officials are, T. Dougherty, President; W. N. Duthie, Vice President, and G. J. Madden, Manager.

Suggested Suspension of Coasting Laws.—An application was made recently by parties interested in the lumber business, to obtain a suspension of the coasting laws on the ground that Canadian vessels were not available for freighting from north shore ports in Lake Huron to the south end of Georgian Bay. The Government consulted the Dominion Marine Association on the matter. Few vessels belonging to the association are of a class which could engage in this traffic and the vessels in this trade in former years are still on the lakes and available at present going rates. The lumber trade is of a special nature and the route mentioned is well served by railways, but the association relied on its repeated protests against interference with the coasting laws, and apparently the Government decided that no sufficient reason had been shown for interference.

Merchant Service Certificates and Aliens.—It is announced that the British Board of Trade has decided that during the war every applicant for masters' and mates' certificates must be a British subject, and also that at the time of his birth, both of his parents must have been British subjects. The Dominion Government has not adopted this regulation, but is following its usual practice and admitting British subjects to its examinations.

The Pacific Port Authorities held their third annual convention at Vancouver, B.C., Sept. 4, when a number of papers and matters generally affecting shipping on the Pacific coast and ocean were discussed. During the visit, the harbor was inspected, together with the various improvement works in progress in the vicinity.

Sault Ste. Marie Canals Traffic.

The following commerce passed through the Sault Ste. Marie Canals during August.

ARTICLES	CANADIAN CANAL	U. S. CANAL	TOTAL	
Copper..... Eastbound .....	.....Short tons	173	19,682	19,855
Grain .....	.....Bushels	5,311,716	3,717,589	9,029,305
Building stone.....	.....Short tons	.....	.....	.....
Flour .....	.....Barrels	435,440	995,351	1,430,791
Iron ore.....	.....Short tons	1,740,503	8,051,430	9,791,933
Pig iron.....	.....Short tons	.....	2,604	2,604
Lumber.....	.....M. ft. b.m.	2,635	53,745	56,380
Wheat.....	.....Bushels	12,651,746	12,822,181	25,473,927
General merchandise.....	.....Short tons	11,666	53,038	64,704
Passengers.....	.....Number	5,230	5,616	10,846
Coal, hard..... Westbound .....	.....Short tons	14,000	308,136	322,136
Coal, soft.....	.....Short tons	192,216	2,232,725	2,424,941
Flour.....	.....Barrels	.....	20	20
Grain.....	.....Bushels	.....	1,200	1,200
Manufactured iron.....	.....Short tons	2,035	18,146	20,181
Iron ore.....	.....Short tons	.....	11,424	11,424
Salt.....	.....Barrels	5,250	86,133	91,383
General merchandise.....	.....Short tons	39,603	134,614	174,217
Passengers.....	.....Number	6,215	5,051	11,266
SUMMARY				
Vessel passages.....	.....Number	1,071	2,800	3,871
Registered tonnage.....	.....Net	1,851,311	8,250,326	10,101,637
Freight—Eastbound.....	.....Short tons	2,278,012	8,786,661	11,064,673
—Westbound.....	.....Short tons	248,604	2,717,985	2,966,589
Total freight.....	.....Short tons	2,526,616	11,504,646	14,031,262