

larging of the Tate drydock at the foot of Mill St., Montreal, abutting on the Lachine canal, and it is stated that the largest grain carriers can now be accommodated there. The dock is operated under lease from the Dominion Government.

Traffic returns for the navigation season for the Lachine Canal show that 35,685,288 bush. of grain passed through to the end of October, compared with 61,811,340 for the same period in 1914. In October 6,432,245 bush. were dealt with against 10,574,568 in Oct. 1914, rather more than half of the decrease being in wheat. The tonnage operated through the canal in October was 573,729 against 704,841 in Oct. 1914, the cargo tonnage being 487,905 and 602,964 for the same periods respectively. The number of vessel passages in October was 1,123, or 41 less than in Oct. 1914.

The Gaspé Steamship Co.'s s.s. Lady of Gaspé, which ran ashore near the Quebec Bridge site, while en route from Montreal to Quebec and Gaspé ports, Oct. 13, was floated by compressed air, Oct. 23, and taken to Pointe a Carcy wharf, Quebec, where she sank on the following day, owing to the failure of one of her pumps. She has since been abandoned, and J. Bouchard, Manager of the company, is reported to have stated that she was valued at \$50,000 and was uninsured. She was built at Glasgow, Scotland, in 1877, and was first named Restigouche, and later Rathlin. Her dimensions were, length 229.7 ft., breadth 31 ft., depth 16.1 ft.; tonnage, 1,189 gross, 705 register, and she was equipped with engine of 180 n.h.p., driving a screw. The Quebec Harbor Commission has refloated the vessel.

### Ontario and the Great Lakes.

The concrete breakwater, recently completed, at the entrance of the Mission River at Fort William, was considerably damaged during a heavy storm, Nov. 10.

The Lake Carriers' Association has recommended a draught of 19½ ft. through the Davis lock at St. Marys Falls in St. Marys River, for vessels bound to Lake St. Clair and Lake Erie ports.

The bell buoy usually stationed at the mouth of the Niagara River in Lake Ontario, and which broke from its moorings at the end of October, is not to be replaced until the reopening of navigation in 1916.

The Great Lakes Steamship Co. is having a vessel built at Toledo, Ohio., at a cost of about \$450,000. It will be 600 ft. long over all, 580 ft. between perpendiculars, 60 ft. beam and 32 ft. deep, and about 12,000 tons gross.

The Marine Department announces the completion of the dredging of the entrance to the Kaministiquia River, in Thunder Bay, to a depth of 25 ft. and a width of 600 ft. The channel has been swept and the buoys rearranged.

The Marine Department announces that only the south half of the dredged channel at the entrance to the Kaministiquia River, Fort William, carries a depth of 25 ft. The north half, or older part of the channel, has a safe depth of 21 ft.

Canada Steamship Lines s.s. Martian, while proceeding to the Empire elevator at Port Arthur, Nov. 5, with a partial cargo, collided with the dock and damaged six plates. It was not found necessary to drydock her, part of her cargo being lightered, and the repairs made.

The Marine Department has completed the alterations to the back range lighthouse at Owen Sound. The lighthouse is a square steel skeleton tower with sloping sides, surmounted by two lanterns showing a fixed

white light at an elevation of 92 ft., visible for 15 miles in the line of the range.

The strong winds in the early part of November caused considerable damage in the neighborhood of the Sault Ste. Marie canals. The cofferdam at the head of the Worth lock was torn away, and the swing bridge was put out of business. Traffic was not interfered with on this account, as very little shipping was moving.

A charge in the Toronto Police Court, against Canada Steamship Lines, Ltd., for permitting smoke to be emitted from the funnels of vessels while lying at the Toronto wharves, was dismissed, Nov. 8, it being held that steamships, being under Dominion control, were not amenable to the provisions of civic bylaws.

The United States Lake Survey reports the levels of the Great Lakes in feet above tide water for October, as follows,—Superior, 602.75; Michigan and Huron, 579.81; Erie, 571.99; Ontario, 245.17. As compared with average October levels for the past ten years, Superior was 0.09 ft. above; Michigan and Huron, 0.75 ft. below; Erie, 0.14 ft. below, and Ontario, 0.70 ft. below.

The Rutland Transit Co., which formerly operated steamships on the Great Lakes and to Ogdensburg, N.Y., has sold the last of its vessels, the Rutland and Ogdensburg, to the Pacific Alaska Navigation Co., Seattle, Wash. The company was owned by the Rutland Rd., which was ordered by the Interstate Commerce Commission to sever its connection with its steamship line, the same not being in the public interest.

The Canadian Stewart Co.'s steam tug A. M. Stewart was launched at Leith, Scotland, recently, and it is reported that two other similar tugs are being built there for the same firm. The dimensions of the A. M. Stewart are, length overall 110 ft., length between perpendiculars 104 ft., breadth 26 ft., depth moulded 14 ft. She is equipped with engine of 900 h.p., and has steam windlass, steam capstan, salvage crane, and complete electric light plant with powerful searchlight.

The s.s. W. D. Rees, of Fairport, Ohio, when drawing 18½ ft. of water, struck in the approach to Key Harbor, Georgian Bay, Nov. 4. Her cargo was lightered before she could be released. The obstruction struck is described as a flat rock with six or seven fathoms of water close to, and situated 240 ft. southeast and abreast of a black spar buoy south of Pratt Island, very close to the middle of the channel marked by the alignment of the Wedge Island range day beacons.

Canada Steamship Lines' steam tug Frank C. Barnes, which left Port Dalhousie, Nov. 1, for Montreal, has been lost with her crew of five. No word was heard of her after sailing, and every effort to trace her has failed. She was formerly owned by the Canadian Towing and Wrecking Co., Port Arthur, and was built at Manistee, Mich., in 1869, and rebuilt in 1892. She was of oak and equipped with non-condensing engine of 240 h.p. Her dimensions were, length 66 ft., breadth 16 ft., depth 8 ft., tonnage 60 gross, 43 register.

The Montreal Transportation Co. has ordered steamship of the single deck, bulk freight type, with double bottom and side ballast tanks, to be built at Collingwood, for delivery by Oct. 1, 1916. The dimensions will be: length over all, 550 ft.; length between perpendiculars, 537 ft.; breadth moulded, 58 ft.; depth moulded, 31 ft. She will be equipped with vertical triple expansion engines, with cylinders 24, 40 and 66 ins. diam., by 42 ins. stroke, supplied with steam by 3 Scotch boilers 13 by 11 ft., at a working pressure of 185 lbs.

The Nipissing-Pontiac Steamboat Co.'s s.s. Aileen foundered in Lake Timiskaming, Nov. 11, when en route from Haileybury to North Timiskaming. Apart from the fact that there was a stiff gale on the lake, nothing is known as to the causes of the disaster. The vessel was a small one and carried three of a crew, and one passenger, all of whom lost their lives. The Aileen, which was formerly owned by the Upper Ontario Steamboat Co., was built at Perth, Ont., in 1904, and was screw driven by engine of 4 n.h.p. Her dimensions were: length, 68.8 ft.; breadth, 11.8 ft.; depth, 4.4 ft.; tonnage, 38 gross, 24 register.

### British Columbia and Pacific Coast.

The Victoria Shipping Co., Ltd., Victoria, B.C., is being voluntarily wound up, with J. H. Lawson as liquidator.

The C.P.R. s.s. Princess Victoria was withdrawn from service during the last week of October for repairs and general overhaul. Her place on the triangular route was taken by the s.s. Princess Charlotte.

The C.P.R. steamship service on the Arrow Lakes will be three days a week during the winter, southbound vessels leaving Arrowhead Tuesdays, Thursdays and Saturdays, and West Robson, Tuesdays, Thursdays and Saturdays.

The Alaska Steamship Co.'s s.s. Mariposa, which stranded at Bella Bella, while bound from Seattle, Wash., to Alaska ports, recently, was refloated Nov. 3, and taken to McLaughlin Bay. She is reported to have been insured on a value of \$250,000.

The C.P.R. has lost its appeal at Vancouver, in a case where judgment was given against it for damage to the s.s. Lady Lake, when, in placing a new boiler in her, the crane slings broke and the boiler, which was also damaged, crashed through the deck.

H. Kemp, formerly Secretary-Treasurer, North Vancouver Ferries, Ltd., who sued the company recently for salary from the time of his dismissal in 1913 to Jan., 1915, has been awarded \$433 and costs, covering salary from his dismissal to his appointment to another position, as it was considered that his summary dismissal was not justified.

The Vancouver Portland Cement Co.'s s.s. Leona foundered in the Gulf of Georgia, Oct. 30, and seven of the crew were reported missing. She was bound for Tacoma, Wash., with ore and was caught in a heavy sea. She was built at Paisley, Scotland, in 1905, her hull being of steel, with dimensions, length 185 ft., breadth 30 ft., depth 11½ ft.; tonnage, 700 gross, 308 register.

At a meeting of representatives of financial and shipping interests in Vancouver, Nov. 5, a resolution was passed urging the Dominion Government to appoint a customs officer at New York, to deal with shipping to British Columbia ports via the Panama canal, and also urging the encouragement of the westward movement of grain for shipment through British Columbia ports.

The Alaska Steamship Co.'s s.s. Mariposa, which ran ashore on a reef near Napier Point in Lama Passage, off Campbell Island, Oct. 8, was floated and beached in McLaughlin Bay, where temporary repairs were made early in November, after which she proceeded to Seattle, Wash., accompanied by the tug Salvor, for complete examination and repairs.

The C.P.R. has filed objections to the Vancouver Harbor Commission's reclamation scheme so far as the work in False Creek in concerned, on the ground that its land on the south shore would be injuriously