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## William R. Perrin & Company

TORONTO, - CANADA

### MEAFORD, ONT.

The steamer Spokane of the Wilson line, Cleveland, Ohio, has been chartered for the season by the Port Huron and Duluth line, and opened the port of Meaford, Ont., a few days ago, with a cargo of 155,000 bushels of grain. As the port is entirely new, Mr. William A. Williams, the master of the Spokane, sent the following description of it to the Cleveland, Ohio, Marine Review:

The harbor of Meaford is formed at the mouth of a small stream known as the Big Head River. At present there is a breakwater on the east side projecting out into the lake, about north by west, 750 feet. On the west side is a pier about 500 feet long, with east breakwater and west pier to form a protection from the lake. There is a harbor enclosure about 1,450 feet long and varying in width from 140 feet to 700 feet at its widest part. There is an arm extending from west pier to the breakwater within a distance of about 150 feet, forming the entrance. At the present time a channel 150 feet wide and twenty-two feet deep is dredged from the harbor entrance up to the elevator. The improvements to be made and which are going ahead rapidly are as follows: To extend the east breakwater out into the lake 600 feet, curving it more to the west so as to protect the harbor entrance; also taking off 150 feet of the

arm at the west pier so as to give a wide entrance of about 250 feet to the harbor. The whole area enclosed is to be dredged to a depth of twenty-two feet. The bottom is hard clay, and will carry seven fathoms of water within 1,000 feet of the harbor entrance. The elevator, owned by The Meaford Elevator Co., has a capacity of 750,000 bushels. It is a new house, and first-class in every respect. The Spokane opened the port Monday, Aug. 26, drawing seventeen feet six inches of water, and had no difficulty in going right up to the elevator dock.

### THE HURONIC.

The Collingwood Shipbuilding Co., Collingwood, Ont., is to be congratulated upon the successful launching of the steel steamer Huronic, which event occurred at their shipyard September 12. The Huronic is built for the Northwest Transportation Co., of Sarnia, Ont., from designs by Hugh Calderwood, manager of the company. She is intended for both freight and passenger service, and will obtain the highest classification given by the Bureau Veritas International Registry of Shipping, namely, A1 with a star, for twenty years. She is built of open-hearth steel throughout, and is of the following dimensions:—325 feet over all, 308 feet between perpendiculars, 43 feet beam and 27 feet moulded depth.

The vessel will have accommodation for 250 cabin passengers. A feature of the design which will be appreciated by the travelling public is the dining-room, which is placed athwartships, extending the full width of the lower cabin, is 50 feet by 32 feet in size, and will accommodate at one sitting 120 passengers, seated at 15 tables. The lower cargo-hold is divided into five compartments of a combined capacity for 80,000 bushels of wheat, and in addition to this there is a storage capacity on the main deck for 700 tons of package freight, making a maximum load on 18 feet of 3,100 tons, with 300 tons additional allowed for fuel.

She is divided by six water bulkheads into seven watertight compartments, extending from the keel to the main deck. She has a water ballast capacity in her water bottom of about 800 tons, divided into eight compartments, and is lighted throughout from a duplicate electric lighting plant, fully 500 lights being provided throughout the entire ship. The propelling machinery was built by Messrs. John Inglis & Sons, Toronto, from designs by their superintendent, Mr. J. H. Smith. The machinery consists of triple expansion vertical engine, with cylinders 26, 42 and 70 inches in diameter, by 42 inch stroke. It is expected that the steamer will make 15½ miles an hour when loaded, and about 17½ miles when running light.

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