

The s.s. Imperial, owned in Montreal, commenced a weekly freight and passenger service between Montreal and Trenton, Sept. 18. Capt. H. Rinfret, formerly of the s.s. Alexandria, has been appointed master.

Masters of steamships are advised to exercise care in passing the shoal near the international boundary in the St. Clair River, between the mouth of the Black River, Mich., and Sarnia, Ont., as a dredge will at times be working in that neighbourhood.

The Detroit and Windsor Ferry Co. has been granted a supplementary license under the act respecting extra provincial corporations, authorizing it to use in Ontario a capital of \$1,000,000, provided that if it uses any larger amount than authorized the license may be suspended or revoked.

The G.T.R. is reported to be conducting negotiations for the organization of a coal terminal at Prescott, and in connection therewith to operate a car ferry service to connect with the New York Central Rd., at Ogdensburg, N.Y. At present coal is carried across the St. Lawrence River to the G.T.R. at Cobourg by the Ontario Car Ferry Co.'s vessels from Charlotte, N.Y.

The United States Lake survey reports the stages of the Great Lakes in feet above mean sea level for August, as follows: Superior, 602.59; Michigan and Huron, 581.14; St. Clair, 575.92; Erie, 573.14, and Ontario, 247.33. Compared with the average Aug. levels for the last ten years, Superior was 0.03 ft. above; Michigan and Huron, 0.29 ft. above; Erie, 0.52 ft. above; Ontario, 0.84 ft. above.

The wooden steamship Toltec, owned in Detroit, Mich., was destroyed by fire near Prescott, after having been beached. She was en route from Montreal to Buffalo in ballast. The crew were saved and taken ashore by the Dominion Government s.s. Alert. The Toltec was built at Marine City, Mich., in 1889, and was extensively repaired in 1911. She was of the following dimensions: length, 191 ft.; breadth, 32½ ft.; depth, 15 ft.; tonnage, 767 gross; 621 net.

The Pittsburg Steamship Co.'s s.s. Charles R. Van Hise, which was taken over by the U.S. Shipping Board, last

year, and which was cut in two to pass through the Welland Canal to the ocean, has been sold to the Morrow Steamship Co., Cleveland, Ohio. Owing to her width, 50 ft. beam, it was decided to attempt to pass her through the Welland Canal on her side, but the experience gained in passing the first section through the first lock, was sufficient to cause the abandonment of the scheme. The two sections have since been towed to Buffalo, where they are to be rejoined.

Canada Steamship Line, Ltd., has purchased the s.s. Cherokee, owned formerly in Saginaw, Mich., and has transferred her to the Canadian register under the name of Maplegrove. She was built at Marine City, Mich., in 1889, and underwent extensive repairs in 1913. She is of the well deck type, with oak hull, with diagonal strapping on frames, steel arches, and bow sheathed for navigation in ice. Her dimensions are: length, b.p., 208 ft.; breadth, moulded, 35¾ ft.; depth, moulded, 14 ft.; tonnage, 1,177 gross; 636 net. The propelling machinery consists of a fore and aft compound engine with cylinders 25 and 50 in. diam. by 40 in. stroke, 575 h.p. at 86 r.p.m., supplied with steam by a single fire box boiler, 11 ft. 4 in. diam. by 16 ft. long at 124 lb.

The s.s. Cabotia, which ran aground at the Main Ducks near Kingston, recently, has been abandoned, having broken in two. She was owned by the Cabotia Steamship Co., Montreal, and was built at Gibraltar, Michigan, in 1889, when she was named Hiawatha. She had an oak hull, with diagonal strapping on frames, and steel boiler house. She was equipped with fore and aft compound engines, with cylinders 21 and 50 in. diam., by 46 in. stroke, 700 i.h.p., 85 r.p.m., supplied with steam by one Scotch boiler 12 x 12½ ft. at 125 lb. Her dimensions were: length, 234 ft.; breadth, 36 ft.; depth, 30 ft.; tonnage, 1,530 gross, 932 net. The wreck is reported to have been sold to the Donnelly Wrecking & Salvage Co., and to have been refloated.

The s.s. F. P. Jones, owned formerly by the Geo. Hall Coal Co., Ogdensburg, N.Y., and latterly under requisition by the United States Shipping Board has been sold to Jas. Playfair, Presi-

dent, Great Lakes Transportation Co., Midland, Ont. She was built at Wyandotte, Mich. in 1913, and is of steel construction, on the channel system, with steel tank top where no wood ceilings are fitted, 3 watertight and 2 non watertight bulkheads, steel boiler house, steam pump wells, electric lighting equipment, and with hatches spaced 24 ft. centers. She is equipped with triple expansion engine, with cylinders 18, 29 and 48 in. diam. by 40 in. stroke, 900 i.h.p., at 85 r.p.m., and supplied with steam by two Scotch boilers, 12 x 11½ ft. at 170 lb. Her dimensions are: length, 244 ft.; breadth, 43 ft.; depth 21 ft.; tonnage 1,706 gross, 1,059 net. She was wrecked off Connecticut during the war, and was repaired at the U.S. navy yard, Brooklyn, N.Y.

The Cleveland-Erieau Steamship Co., has notified the London and Port Stanley Ry. that an all winter freight and passenger service will be maintained between Cleveland, Ohio, and Port Stanley, Ont., commencing, Sept. 25, passengers and package freight will be handled. It is announced that the s.s. Pere Marquette No. 8 has been secured from the Chicago and South Haven Steamship Co. for the service. The Pere Marquette No. 8 was built at South Haven, Mich., in 1888, and rebuilt in 1897. She is of the awning deck type, with oak hull, wooden boiler house, windlass between decks, with no efficient bulkhead abaft same, electric lighting equipment, and was formerly known as Tennessee. Her dimensions are: length, 171 ft.; breadth, 35 ft.; depth, 20 ft.; tonnage, 691 gross, 548 net. She is equipped with fore and aft compound engine, with cylinders 18 and 36 in. diam. by 30 in. stroke, 375 i.h.p. at 100 r.p.m., and supplied with steam by a single Scotch boiler 11 x 12 ft. There is cabin accommodation for 60 passengers and large freight carrying capacity.

British Columbia and Pacific Coast.

The Grand Trunk Pacific Coast Steamship Co. is reported to be considering the establishment of a ferry service between Prince Rupert, B.C., and Ketchikan, Alaska.

The C.P.R. s.s. Princess Mary has been overhauled and repaired at Victoria, and was placed on the Alaska route, Sept. 9, the s.s. Princess Alice being transferred to the Gulf route.

The C.P.R. s.s. Princess Ena left Victoria at the end of August, after having been repaired by the Victoria Machinery Depot Co., subsequent to grounding on Ripple Rock early in August.

The British Columbia Express Co.'s s.s. B.X. was wrecked near Woodpecker Island recently, the vessel and cargo being a total loss, but the crew were saved. She was a paddle wheel steamship, with engine of 27 n.h.p. and was built at Victoria in 1910, her dimensions being: length, 127.5 ft.; breadth, 28 ft.; depth, 5.1 ft.; tonnage, 513 gross; 323 net. The service is being continued by a motor launch.

With reference to the report mentioned in our last issue that the C.P.R. was considering the building of additional car barges and steamships for its British Columbia coast service, we are officially advised that no additional plans have been made and no expenditure authorized. It is very likely that a decision will be arrived at about the end of the year.

The s.s. Bleu Quesada has been libelled

Sault Ste. Marie Canals Traffic.

The following commerce passed through the Sault Ste. Marie Canals during August, 1919:

ARTICLES.	Eastbound.	Can. Canal	U.S. Canal	Total
Lumber.....m. ft. b. m.		1,132	38,067	39,199
Flour.....Barrels		399,040	536,660	935,700
Wheat.....Bushels		1,068,001	419,217	1,487,218
Grain, other than wheat.....Bushels		3,089,867	2,194,874	5,284,741
Copper.....Short tons		1,340	8,873	10,213
Iron Ore.....Short tons		63,456	4,664,538	4,727,994
Pig Iron.....Short tons		175		175
Stone.....Short tons		5,887	4,175	10,062
General Merchandise.....Short tons		3,098	4,610	7,708
Passengers.....Number		6,645	3,075	9,720
Westbound.				
Coal, soft.....Short tons		42,300	1,147,258	1,189,558
Coal, hard.....Short tons		5,700	179,687	185,387
Iron Ore.....Short tons			1,034	1,034
Mfd. Iron and Steel.....Short tons		17,414	6,696	24,110
Salt.....Short tons		1,253	10,271	11,524
Oil.....Short tons			41,901	41,901
Stone.....Short tons			14,654	14,654
General Merchandise.....Short tons		30,881	30,261	61,142
Passengers.....Number		7,653	2,917	10,570
Summary.				
Vessel passages.....Number		519	1,584	2,103
Registered tonnage.....Net		730,822	4,407,378	5,138,200
Freight—				
Eastbound.....Short tons		210,779	4,869,872	5,080,651
Westbound.....Short tons		97,548	1,431,762	1,529,310
Total Freight.....Short tons		308,327	6,301,634	6,609,961