

This is the first time for three years that the Poe lock has had a draught of 19 ft.

Construction on the breakwater off the entrance to Goderich harbor, south of the channel, is proceeding. Six cribs have been put in place, and reach to a height approximately equal to the water level, and the work of building the superstructure is following on closely. The northeast end of the breakwater is 1,140 ft. from the southwest end of the south pier at the entrance to the harbor.

The U. S. steamboat *Britannic*, owned by H. McMorran, Port Huron, Mich., ran ashore at Weavers point, near Morrisburg, Ont., recently, and was reported to have been abandoned as a total loss, after several attempts to refloat her. Later reports state that she had not been definitely abandoned, and that she is to be transferred to the Canadian register. She was built in 1888, her dimensions being, length 219 ft., breadth 36 ft., depth 20 ft.; tonnage, 1,121 gross, 921 register.

The Merchants Mutual Line, Toronto, has secured writs of caveat from the Admiralty Court, and has paid a deposit of \$1,000 a vessel, to exempt vessels operated by it, from possible seizure, thus insuring against loss of time. The vessels covered are: *Acadian*, Canadian, Renvoyle, A. E. McKinstry, owned by Canadian Interlake Line, Ltd.; A. E. Ames, Beaverton, H. M. Pellatt, J. H. Plummer, Mapleton and Saskatoon, owned by the Merchants Mutual Line, Ltd.; and D. A. Gordon, owned by the International Steamship Co.

At the annual meeting of the Lake Shippers Clearance Association, in Winnipeg, recently, the report showed profits on grain shipments, \$2,404.24; commission as agents at Duluth, Minn., \$1,027.03; switching and stores earned for shippers, \$15,671.55; Government fees for registration, \$2,499.26; bank interest, \$1,493.68; total, \$23,132.41.

The wreck of the steamboat *Joliet*, which has been a menace to navigation in the St. Clair river, near Sarnia, for some time, has been broken up and removed, and there is now a clear depth over the site of the wreck, of 25 ft., ascertained by sweeping. The vicinity was swept for a depth of 30 ft., and only a small obstruction was found with less than 30 ft. of water over it. This is being removed without further notice.

The contractors have completed the deepening of the western half of the Ballard reef channel in the Detroit river, and are commencing work on the eastern half. In consequence, all the gas buoys marking the latter channel have been moved 300 ft. to the westward. The western side of the channel, for temporary use by vessels of light draught, on the eastern side of, and adjoining Ballard reef main channel, has been marked by five black spar buoys, carrying lanterns, and located opposite the red spar buoys on the eastern side of the channel. Lanterns have been placed on the red spar buoys on the eastern side of the channel for light draught vessels.

The Keystone Transportation Co.'s steamboat *Keybell* was launched at Collingwood, Sept. 18. She is of full canal size, her dimensions being:—length, 258 ft.; beam, 42½ ft.; depth, moulded, 20 ft., with a carrying capacity of 3,300 tons, or about 110,000 bush. of wheat. She is built of steel throughout, and will be equipped with triple expansion engines with cylinders 16, 26 and 44 ins. diam., by 36 ins. stroke, supplied with steam by two Scotch boilers, each 11½ by 10½ ft., under a pressure of 180 lbs. per sq. in. She is of the single deck type, on the arch and web frame system, with holds unobstructed by pillars, and the grain cargo will be handled by the

clam-shell bucket system. A full equipment of derricks and gear for the speedy handling of cargo, electric lighting plant and the usual auxiliaries, will be installed. She will be utilized for the great lakes trade, and on the Atlantic coast, for which she was designed by John Reid and Co., of Montreal, L. McMillan of that company acting as superintendent of construction.

The Peoples Line steamboat *Frontier*, which is at Polson Iron Works, Toronto, for overhauling, was recently reported to be waterlogged at Port Dalhousie, where she had been sent for repairs. Her condition, however, is stated to have been exaggerated. She was originally known as *Empress of India*, and was built at Mill Point, Ont., in 1876, for the Lake Ontario Navigation Co., Picton, Ont., which company is not now in existence, the route covered by its vessel now being operated by the Lake Ontario and Bay of Quinte Steamboat Co., Kingston, Ont. The dimensions of the *Empress of India*, were:—length, 170 ft.; breadth, 26 ft.; depth, 8.5 ft.; tonnage, 579 gross, 336 register, and she was driven by paddle wheels. She was rebuilt at Picton, Ont., in 1899, and renamed *Argyle*, being then owned by the *Argyle Steamship Co.*, Toronto, her dimensions being:—length, 185.1 ft.; breadth, 26 ft.; depth, 9.7 ft.; tonnage, 700 gross, 374 register. She has been operated on various routes, during 1910 and 1911, between Toronto and Olcott Beach, N.Y., and during this year, when her name was changed to *Frontier*, from Toronto to Lewiston, N.Y., on the Niagara route. W. Evans, Steamboat Inspector, Toronto, is reported to have said recently that the vessel was absolutely seaworthy and in good condition when under his inspection in June, and he had received no communication from either the captain or engineer, whose duty it was to report if anything was wrong. He considered that the vessel had been improperly handled and had been allowed to run down for want of proper care and proper repairs, due to her having passed through so many hands, and not all men with practical steamboat knowledge.

British Columbia and Pacific Coast Marine

During August, 74 vessels arrived at and departed from Prince Rupert, in connection with the coastwise trade.

H. M. Davy, engineer, Dominion Public Works Department, is in charge of surveys and borings which are being made in Vancouver harbor.

The C.P.R. vessel which is under construction at Esquimalt, for the British Columbia coast service, is to be named *Princess Maquinna*.

The Marine Transportation Co. has commenced a service between Vancouver and California ports in the freight trade, with its s.s. *Rupert City*.

The Vancouver Terminals Co. is stated to have submitted to the Vancouver city council, a plan for the construction of about 12 miles of dock accommodation at Point Grey.

The British Columbia Transport Co., Ltd., with head office in London, Eng., and with a capital of £50,000, has been licensed to carry on business in British Columbia, with office in New Westminster, and E. J. Fader as its attorney.

The last steamboat scheduled to make connections at Gibbon for St. Michael, this year, will leave Dawson, Sept. 15, and the last vessel of the season to leave Dawson is booked to sail on Sept. 26, thus closing navigation on the Yukon river for the year.

It is reported that the White Pass and Yukon Route proposes to extend its steamboat service down the Yukon river to Fairbanks, Alaska, about 600 miles, and to establish a chain of hotels along the river. The report that the company was about to sell its railway to the G.T. Pacific Ry. has been officially denied.

Telephone communication has been established by the Dominion government for the protection of shipping, between the light station on Lennard island and the government telegraph office at Tofino. There is a land line from the light station to a cove on the northeast of Lennard island, a cable from the latter point to a cove on the west side of Low peninsula, and a land line from Low peninsula to Tofino.

The Dominion Public Works Department received tenders, Sept. 5, for the construction of a breakwater at Ogden point, Victoria. It will extend from Ogden point for 2,580 ft., running southerly for 330 ft., and thence westerly for 1,500 ft., curving northwesterly for 750 ft. On the completion of this work, the construction of five concrete piers will be taken up, together with the necessary warehouses and freight handling facilities, for the general betterment of the harbor.

The Coquitlam Terminal Co. is reported to be carrying out a survey of the channel in the Coquitlam harbor with a view to possible developments. The proposed chan-

Sault Ste. Marie Canals Traffic.

The following commerce passed through the Sault Ste. Marie Canals during July, 1912:

ARTICLES		CANADIAN CANAL	U. S. CANAL	TOTAL
Copper.....	Eastbound.....Short tons	50	13,784	13,834
Grain.....	".....Bushels	2,254,384	666,255	2,920,639
Building stone.....	".....Short tons	365,080	691,805	1,056,885
Flour.....	".....Barrels	5,014,081	2,490,078	7,504,159
Iron ore.....	".....Short tons	6,260	6,260	12,520
Pig Iron.....	".....Short tons	3,350	100,079	103,429
Lumber.....	".....M. ft. b.m.	3,661,395	1,850,093	5,511,488
Silver ore.....	".....Short tons	6,826	21,578	28,404
Wheat.....	".....Bushels	4,520	5,789	10,309
General merchandise.....	".....Short tons			
Passengers.....	".....Number			
Coal, hard.....	Westbound.....Short tons	107,116	314,585	421,701
Coal, soft.....	".....Short tons	405,201	1,676,664	2,081,865
Flour.....	".....Barrels		100	100
Grain.....	".....Bushels	42,252	33,803	76,055
Manufactured iron.....	".....Short tons	6,713	36,743	43,456
Iron ore.....	".....Short tons	101,455	115,706	217,161
Salt.....	".....Short tons	5,693	4,777	10,470
General merchandise.....	".....Short tons			
Passengers.....	".....Number			
Summary.				
Vessel passages.....	".....Number	1,136	2,174	3,310
Registered tonnage.....	".....Net	3,765,427	4,499,563	8,264,990
Freight—Eastbound.....	Short tons	5,214,167	2,835,431	8,049,598
—Westbound.....	"	656,983	2,146,271	2,803,254
Total freight.....	"	5,871,150	4,981,702	10,852,852