

## Toronto Hamilton and Buffalo Navigation Company.

A car ferry service was inaugurated, Oct. 20, across Lake Erie, between Ash-tabula Harbor, Ohio, and Port Maitland, Ont., by the car ferry Maitland no. 1, in charge of Capt. R. T. Haagenson, to handle freight between the New York Central main line, Erie, Pa., and west, to and including Elyria, South Lorain and Toledo, Ohio, and the Oil City and Youngstown Branches, and from Pittsburg & Lake Erie Rd. stations, destined to C.P.R. territory in Canada now reached by the Buffalo gateway; to Michigan Central Rd. stations in Canada east of St. Thomas and London, Ont., inclusive; and to stations on the Toronto, Hamilton and Buffalo Ry., and the Niagara, St. Catharines and Toronto Ry. Class and commodity tariffs naming through joint rates via the Niagara frontier between points mentioned have been supplemented adding the Toronto, Hamilton and Buffalo Navigation Co. as a participating carrier, which makes the through rate applicable via the car ferry route. In addition to this, tariffs have been published to and from Port Maitland on such commodities as are now handled on the combination of local rates via Black Rock. The car ferry route will handle carload traffic and cars with less than carload shipments with a minimum of 10,000 lbs. The route affords a direct cross-lake service between Canadian and U.S. points in territories outlined above.

Following are the company's officials:—J. N. Beckley, President, Rochester, N.Y.; F. F. Backus, Vice President, Hamilton, Ont.; G. C. Martin, General Traffic Manager, Hamilton, Ont.; A. E. Lock, Superintendent Car Service, Hamilton, Ont.; G. W. Holmes, Purchasing Agent, Hamilton, Ont.; F. O. Waldo, Auditor, Detroit, Mich.; H. J. VanVleck, Assistant Auditor, Detroit, Mich.; W. R. Beckley, Secretary, Rochester, N.Y.; W. E. Hackett, Treasurer, Detroit, Mich.; R. R. Richards, Auditor of Disbursements, Detroit, Mich.; A. S. Dutton, Auditor of Freight Accounts, Detroit, Mich.; J. M. Eedson, Freight Claim Agent, Hamilton, Ont.

**Load Lines and Bulkheads.**—The general question of load lines and bulkheads has been coming up each year for some time past, and a definite action has now been taken by a special conference of about 40 representative shipbuilders, owners, naval architects and marine engineers, at the office of the Secretary of Commerce, in Washington, D.C. A preliminary committee has been appointed, consisting of the President of the American Society of Naval Architects and Marine Engineers, the President of the New York and Cuba Mail Steamship Co., who is also Chairman of the American Committee of Lloyd's Register of Shipping, and the President of the Newport News Shipbuilding and Drydock Co. This committee will designate a larger committee of seven to formulate general policies on load lines and bulkheads, and report to the Secretary of Commerce and the Shipping Board, when that body is appointed under the new Government Shipping Act, whence it will pass on to Congress for legislation. The Dominion Marine Association has been consulted and will keep in touch with the Canadian view, reasonable legislation with due regard to all requirements being considered desirable.

## Livingstone Channel Navigation Regulations.

Amendments to the rules and regulations governing the navigation of the lower Detroit River, have been approved by the Governor in council, as follows:—

No vessel of 100 gross tons or over shall navigate the Livingstone Channel at a rate of speed greater than 12 statute miles an hour between its junction with the Amherstburg Channel at Ballard's reef and the Bar Point light vessel;

No vessel shall pass another vessel bound in the same direction in that portion of Livingstone Channel between its junction with the Amherstburg Channel at Ballard's Reef and Bar Point light vessel, nor at any other portion of either channel where the width of the channel is restricted by improvements in progress. Between any two down bound vessels entering or navigating that portion of the Livingstone Channel between its junction with the Amherstburg Channel at Ballard's Reef and the Bar Point light vessel, there shall be an interval of not less than 5 minutes.

**Quebec Bridge Centre Span.**—The Marine Department has issued the following notice to mariners.—“On Sept. 11 the centre span of the Quebec Bridge built to span the space between the cantilever arms collapsed while being hoisted into position and sank in the river. The channel in the vicinity has been swept to a depth of 50 ft. at low tide and found to be clear of obstruction to this depth.”

**Military Recruiting Among Merchant Seamen.**—For the third time this year a notice has been issued from the headquarters of the 4th Military District at Montreal to the different units recruiting in that area to the effect that recruiting among merchant seamen must cease. It is pointed out that the seamen in port are signed on ships' articles, and in order to enlist, they must desert, and lay themselves open to serious punishment.

**Stranding of the Shintsu Maru.**—An enquiry was opened at Victoria, B.C., Oct. 13, into the cause of the stranding of the Japanese s.s. Shintsu Maru at Roberts' Point, Gulf of Georgia, Sept. 22, by Capt. J. D. Macpherson, Wreck Commissioner for British Columbia, assisted by Capt. Bucknam and Clarke as nautical assessors. Owing to the refusal of the pilot, H. R. Jones, to give evidence, on the ground that he had already been punished for the mishap, by having his license suspended for three months by the Vancouver Pilotage Authority, the enquiry was adjourned, and the matter referred to the Minister of Marine for further instructions.

**Norwegian Shipbuilding in Canada.**—It is reported that Otto Dahl, representing a Norwegian syndicate, is visiting Canada and the United States, in order to see what space is available for building steel steamships, and to place contracts for a number, possibly 30. He is reported to have said that, prior to the war, most of the Norwegian vessels were built in England, but the shipbuilding plants there are not at present available for outside work. An order for the construction of six steamships of 8,800 tons register is said to have been placed with Wallace Shipyards, Ltd., Vancouver, and negotiations are proceeding for the placing of an order for another two similar vessels at a plant proposed to be established at False Creek, Vancouver.

## Trade and Supply Notes.

The matter which appears under this heading is compiled, in most cases, from information supplied by the manufacturers of, or dealers in, the articles referred to, and in publishing the same we accept no responsibility. At the same time we wish our readers distinctly to understand that we are not paid for the publication of any of this matter, and that we will not consider any proposition to insert reading matter in our columns for pay or its equivalent. Advertising contracts will not be taken with any condition that accepting them will oblige us to publish reading notices. In other words, our reading columns are not for sale, either to advertisers or others.

**Chicago Car Heating Co.**—Jos. E. Buker, General Sales Manager, has been elected Vice President.

**Taylor & Arnold, Limited,** railway material and supplies, 404 St. James St., Montreal, have appointed N. G. Shenton as Sales Engineer.

**Drew Electric & Manufacturing Co.,** manufacturers of electric railway, light, power and gas materials, Indianapolis, Ind., have appointed the C. E. A. Carr Co., Toronto, agents for Canada.

**Roberts & Schaefer Co.,** engineers and contractors, Chicago, report the following orders. From Union Ry. for automatic electric, reinforced concrete, standard counter-balanced bucket, locomotive coaling plant and sand handling facilities at Sergeant Yard, Memphis, Tenn. From St. Louis, Iron Mountain & Southern Ry. for a 250-ton capacity automatic electric reinforced coaling plant at Dupo Yard, St. Louis, Mo. The Nevada Northern Ry. will build a Roberts & Schaefer automatic electric, reinforced concrete, coaling plant at East Ely, Nevada, using the new duplex shallow pit loader.

**Locomotive Superheater Co.,** 30 Church St., New York, has issued bulletin 1, “Marine Superheaters,” containing 12 pages of illustrated matter describing installations of fire tube marine superheaters on various vessels and giving results obtained. The bulletin is enclosed in a durable loose leaf cover, so that additional bulletins which will be issued from time to time, dealing with features of interest in connection with the use of superheated steam in marine power plants, may all be bound together and make a permanent ready reference book of marine superheater information.

**The Decimal System for Japanese Tariffs.**—The Japanese Government has authorized the Toyo Kisen Kaisha to amend its freight and passenger rates between Japan and the North American continent and South America, by the adoption of the decimal system. Its tariffs are to be issued with rates shown in dollars and cents, instead of sterling, as heretofore.

**Grain Handling in Canada.**—The Board of Grain Commissioners which was appointed recently as a special commission to enquire into the whole matter of handling and marketing grain in Canada, and in particular the grading and weighing, the shipping from country elevators, grain exchanges, financing, handling at terminal points and charges for same, shipment to Atlantic ports, and lake shipments, is continuing its enquiries, and gathering information on the various heads mentioned. Meetings of the Dominion Marine Association's grain section have been held to give special consideration to the shipment of Canadian grain to the seaboard, and with reference to the causes for the passage of damaged grain through U.S. ports. A report on these subjects has been drawn up and sent to the commission for consideration and report.