

Ontario and the Great Lakes.

The Lake Erie Fishermen's Association, affiliated with the Canadian Fishermen's Association, has agreed to petition the Dominion Government to place two substantial patrol boats to guard the fisheries in Lake Erie, in place of the two small vessels now there.

A press report from Chatham, Feb. 12, states that Public Works Department engineers have commenced taking soundings in the River Thames from Chatham to the lighthouse, and that a report is being prepared in connection with the proposal to dredge a 14 ft. channel from Chatham to Lake St. Clair.

A press dispatch from Cleveland, Ohio, states that options have been taken by unknown Canadian interests on eight package freight steamships of U.S. register, and if the U.S. Shipping Board approves, sales will be closed at an early date. If the vessels are taken through the Welland Canal, they will have to be cut to pass the locks.

The Toronto, Hamilton & Buffalo Navigation Co. hopes to resume its ferry service between Port Maitland, Ont., and Ashtabula, Ohio, early in March. It was intended that the service would be suspended about the middle of February, but, owing to unprecedented accumulation of ice in Lake Erie, it was necessary to suspend it towards the end of January.

The U. S. Lake Survey reports the levels of the Great Lakes in feet above mean sea level, for January, as follows: Superior, 602.78; Michigan and Huron, 580.48; Erie, 571.68; Ontario, 245.26. Compared with the average January levels for the past ten years, Superior was 0.82 ft. above; Michigan and Huron, 0.64 ft. below; Erie, 0.06 ft. below, and Ontario, 0.20 ft. below.

The Lake Simcoe Navigation Co., Ltd., at the end of January, assigned to J. F. Lawson, chartered accountant, Toronto. The company owned and operated two steamboats, named Modello and Otonabee, on Lake Simcoe, and had its head office at 84 King St. East, Toronto. It was incorporated in 1912, and had a paid up capital of \$25,000. The officers and directors were: Herbert Waddington, President; R. J. Law, Secretary Treasurer; F. E. Dalton, W. S. Simpson and F. C. L. Jones, directors.

The Dominion Public Works Department's estimates for the fiscal year 1917-18, contain an item of \$35,641.50, to pay the Western Dry Dock and Shipbuilding Co., Port Arthur, a portion of the fourth payment of subsidy due on the completion of works as per agreement, notwithstanding that the works are not completed. The agreement mentioned provides for payment out of the consolidated revenue fund of \$37,741.50 a year for 20 years, being at the rate of 3% of the cost of the dry dock, which is given in the agreement as \$1,258,050. The property has now passed to the Port Arthur Shipbuilding Co., Ltd.

The s.s. Keenora, owned by the Rat Portage Lumber Co., Kenora, Ont., and formerly owned by the Rainy River Navigation Co., Fort William, Ont., has been sold to Alex. Mackenzie, for a Winnipeg syndicate. It is stated that it is the owners' intention to operate the vessel in a passenger and freight service on the Red River and Lake Winnipeg, and that she will be dismantled and taken to Winnipeg, where she will be reassembled and placed in service on the reopening of navigation. She was built at Kenora, Ont., in 1897,

and is screw driven by engine of 38 n.h.p. Her dimensions are: length 119.9 ft.; breadth 28 ft.; depth 8.3 ft.; tonnage, 486 gross, 269 register.

The C.P.R. Great Lakes service will be performed this year by the steamships Assiniboia and Keewatin on the Port McNicoll route, and by the s.s. Manitoba on the Owen Sound route. The Manitoba will leave Owen Sound on Thursdays, commencing with the reopening of navigation, connecting with the train leaving Union Station, Toronto, at 5.25 p.m.; arrive at Fort William on Saturdays and Port Arthur on Sundays, and return to Owen Sound on Tuesdays, connecting with the train due at North Toronto at 8.10 p.m. On the Port McNicoll route, the service will commence June 2, and the vessels will leave Port McNicoll and Fort William on Wednesdays and Saturdays, and arrive at Fort William and Port McNicoll on Fridays and Mondays.

The Toronto Board of Control had before it recently a proposal of the Mayor that the city should keep the bay clear of ice during the winter months and assist in the maintenance of a steamship service for coal. He stated that he had had an interview with J. W. Norcross, Vice President and General Manager, and W. E. Burke, Assistant Manager, Canada Steamship Lines, Ltd., on the previous day, and a tentative arrangement had been made by which it was proposed to break up the ice in the bay and prepare a channel to the eastern entrance, so that vessels may be operated between Toronto and other lake ports to bring in coal. He also stated that if the city entered into an agreement for 10 years, to take coal, the company would build vessels capable of carrying 10,000 tons of coal.

An injunction has been obtained in an Ontario court by F. H. Clergue against the Lake Superior Dry Dock and Construction Co., restraining it until Mar. 15, from executing or recording any mortgage, lien, charge or encumbrance against any or all its property, and restraining individual members of the company from acting as directors and from dealing with the assets. The Lake Superior Dry Dock & Construction Co., Ltd., was formed in 1914 to take over an agreement between F. H. Clergue and Sault Ste. Marie City Council, and to build a dry dock at Sault Ste. Marie. In the agreement it was provided that work was to be commenced by Apr. 1, 1914, and the whole was to be complete and ready for operation by Apr. 1, 1916. The city voted a bonus of \$20,000 a year for 20 years, gave a fixed assessment of \$750,000 for school taxes for 20 years, and \$500,000 for general taxes for 15 years, and the work was to be done to the Dominion Public Works Department's satisfaction, so as to earn the government subsidy of 3% per annum for 20 years on an expenditure of \$1,330,026.76.

In connection with the congestion of freight at the Niagara border, and the consequent dislocation of the coal service in Ontario generally, the Mayor of Toronto announced recently that to relieve the situation he would arrange immediately for the breaking up of the ice in Toronto Bay, and the opening of a channel between the coal docks and the eastern entrance to the bay, to enable coal to be brought in at once by steamship. Canada Steamship Lines, Ltd., announced that it had vessels ready for the traffic immediately the ice was cleared, and would run coal from Charlotte with two or three steamships if required. The coal situation, which had become acute in the early part of February, was relieved

to some extent by the railways by the third week in the month. About this time, it was announced that one party had instructed another party, who in turn had held a conference with a third party as to certain requirements, after which the second party was to report to a commission, when it was possible a course of action would be decided upon. In the meantime the ice remains in the bay, and the steamships remain at their docks.

British Columbia and Pacific Coast.

The Vancouver Board of Trade is urging the city to provide a fire boat for the protection of shipping, etc., along the water front, where it is calimed fire protection is inadequate.

The Victoria City Council passed resolutions recently regarding the early construction of necessary facilities at the ocean docks and for the starting of work on the proposed dry dock at Esquimalt.

The C.P.R. is operating the s.s. Princess Beatrice on a new route from Vancouver to Powell River, Ocean Falls, Swanson Bay and intermediate points, on a weekly service to Swanson Bay, and fortnightly to Surf Inlet.

The C.P.R. has arranged with the Dominion Government, to maintain the Gulf Islands service with the s.s. Otter, pending the preparation of a new mail contract. The service was to have been discontinued Feb. 1.

The name of the steamboat Kezia, no. 133696, owned by Mackenzie & Pipe, Victoria, has been changed to Lomet. She is a small vessel of 39 register tons, and was built at Ballard, Wash., in 1901, and formerly named Challenge.

Press reports state that a syndicate interested in the building of wooden and steel vessels for the Norwegian trade, is negotiating for the purchase of the shipyard established at Coquitlam, B.C., at the junction of the Pitt and Fraser Rivers.

The Grand Trunk Pacific Coast Steamship Co.'s s.s. Prince John was driven ashore, towards the end of January, at Rocky Point, in the Wrangell Narrows, and was later beached at Finger Point. She was eventually refloated and taken to Victoria for examination.

The C.P.R. announces that its British Columbia Coast Service will give 17 round trip sailings on the Alaska route during the forthcoming season. The s.s. Princess Charlotte will make three round trips, the s.s. Princess Alice seven, and the s.s. Princess Sophia seven.

The breakwater at Ogden Point, Victoria, was completed at the end of January. The work was commenced in 1913, the contractors being Sir John Jackson (Canada), Ltd. Tenders are to be received for the construction of a lighthouse at the end of the breakwater.

The Grand Trunk Pacific Coast Steamship Co.'s s.s. Prince John, which stranded in Wrangell Narrows towards the end of January, was overhauled and repaired at North Vancouver, during February. Some 15 plates were replaced, the crank shaft drawn, and a new propeller placed.

The Vancouver Island Towing Co.'s steam tug Pilot is reported to have foundered with all hands, while engaged in salvaging the s.s. Sesostris off the Guatemalan coast. The tug left Salina Cruz Feb. 1 and has not since been heard of. She was built at Chemainus, B.C., in 1898, and was screw driven by engine of 90 n.h.p. Her dimensions were, length