

Stephens, Port Arthur; J. J. Wells and P. H. B. Dawson, Fort William, are the provisional directors.

J. E. Russell, contractor, Toronto, has ordered from the Polson Iron Works, Toronto, a steel drill boat, for general use on marine contract work. The dimensions are, length, 80 ft., beam 30 ft., depth 6 ft. The boiler will be of the water tube type with steam at 150 lbs. working pressure. The hull and boiler only are being built by the Polson Iron Works.

The Lake Simcoe Navigation Co. Ltd., has been incorporated under the Ontario Companies Act, with \$40,000 capital, and office at Toronto, to own and operate steam and other vessels, and carry on a general ship owning, navigation and transportation business. The incorporators are, R. J. Law, W. G. Simpson, F. C. L. Jones, I. M. Johnston and F. V. Dalton, Toronto.

The small steamboat, Emma, owned by C. E. Pratt, Parry Sound, and utilized in passenger service between Parry Sound, Depot Harbor and Rose Point, was burnt, July 4. She was built in Collingwood, in 1894, and rebuilt at Parry Sound in 1901. Her dimensions were, length, 89.3 ft., breadth 18 ft., depth 6.6 ft.; tonnage, 146 gross, 94 register. She was equipped with engine of 2 n.h.p., driving a screw.

Work on the preparation of the site for the dry dock, to be built in connection with Polson Iron Works, Toronto, was commenced July 16, when the contractor for the pile driving, J. E. Russell, started operations on the foundations for certain special machinery. W. Newman, Works Manager, stated that it was hoped to have one section completed by the fall, and the entire dock ready for the spring.

The Collingwood steamboat Wasaga, which was burnt, and afterwards sank near Copper Harbor on Lake Superior, in Nov. 1910, has been removed under the authority of the U.S. War Department. It is stated that the removal has disclosed an uncharted rock ledge, 375 ft. north, 49 deg. east from the north east corner of the old Booth wharf, covered by 17 ft. of water, with about 20 ft. all round.

It is reported that the Dominion Government is arranging to acquire a site for an elevator at Port Arthur. The property under negotiation is next to the Canadian Northern Ry. elevator, and has 600 ft. frontage. It is also stated that the Port Colborne elevator is to be extended. The present capacity is 800,000 bush., and it is said to be the intention to bring it up to a capacity of 2,000,000 bush.

The Department of Railways and Canals has ordered from the Polson Iron Works, Toronto, a steel ice breaking tug, for use in the Sault Ste. Marie canal. Her dimensions are, length 55 ft., beam 13 ft., depth, 8 ft. 7½ ins. The machinery will consist of high pressure vertical engine with cylinder 12 ins. diam., by 14 ins. stroke, supplied with steam at 150 lbs. pressure, by a Scotch boiler, 7 ft. diam., by 9 ft. long.

F. E. Gibbs and W. D. Staples, members of the Dominion Government grain commission, visited Fort William, July 5, in connection with the proposed Government terminal elevator. Mr. Gibbs, is reported to have said that he was not in a position to make a statement as to the exact location of the elevator, but there was good reason for presuming that it would be erected on the water lots abutting on lot 19. Tenders for the erection of the elevator are being called for.

The U.S. Lake Survey reports the levels of the Great Lakes in feet above tidewater, for June, as follows: Superior, 602.22; Michigan and Huron, 580.48; Erie, 573.64; Ontario 247.34. As compared with the average June levels for the past 10 years, Superior was 0.18 ft. below; Michigan and Huron 0.53 ft. below; Erie, 0.24

ft. below, and Ontario 0.54 ft. above. It was anticipated that during July, Superior would rise 0.2 ft.; Michigan and Huron 0.1 ft.; and that Erie and Ontario would remain stationary.

The Canadian Interlake Line's freighter, Fordonian, which is expected to be in operation on the great lakes shortly, and which has been built at Glasgow, Scotland, is of full canal size, being 257 ft. long, 42½ ft. beam and 26½ ft. deep. She is equipped with a Carels-Diesel engine of the four cylinder, two cycle type, 1,100 h.p. driving a screw. The cooling water is circulated by a pump driven by a steam engine supplied by a donkey boiler equipped with oil burning apparatus, and which also operates the auxiliary appliances. Fuel will be carried to keep the main engine running for 25 days, and it is stated that the builders have guaranteed the vessel for six months regular service.

An investigation into the causes of the accident in the Welland canal at Port Colborne, when the Dominion Government steamboat La Canadienne, broke through the lock gates, June 20, was held at Port Colborne, July 5, before Capt. Lindsay, acting Wreck Commissioner, with Capt. Milligan and Atkinson, Port Colborne, as assessors. The blame for the accident was found to rest on the captain, Alex. Brown, with extenuating circumstances, owing to the fact that little or no assistance was to be had from the crew, who were ignorant of their duties and careless, and that the master's orders were disregarded in the use of the snubbing rope on entering the first lock. The master's certificate will not be interfered with, considering the inefficient manner in which the crew handled the ropes and performed their duties.

Manitoba, Saskatchewan and Alberta.

A meeting was held in Winnipeg, July 17, of members of the board of trade, the harbor commission, city council, and representatives from North Dakota and Minnesota, in connection with the proposals for the improvement of the Red River. The mayor of Winnipeg, as President of the Red River Association, presided, and resolutions were dealt with, urging both the Dominion and U.S. Governments to support the scheme.

The Hudson's Bay Co.'s steamboat, Slave Lake, which was launched at Athabasca Landing, Alta., recently, is of the following dimensions: Length 110 ft., beam 22 ft., depth of hold 4½ ft. She is equipped with engine having a cylinder 9 ins. diam., by 42 ins. stroke, driving a paddle wheel 14 ft. diam. She has been built for freight and passenger service on the Lesser Slave Lake, and her route will be from Salteaux Landing to Grouard. She has accommodation for 22 passengers, and about 50 tons of cargo. The company has another vessel under construction for use on the Athabasca river between Grand Rapids and Mirror Landing. She will be named Athabasca River, and is expected to be ready for service during August. Her dimensions are, length 135 ft., width 28 ft., depth of hold 3½ ft., and she is equipped with engine having cylinders 12 ins. diam., by 50 ins. stroke, driving a stern paddle.

British Columbia and Pacific Coast Marine.

The Public Works Department is calling for tenders for the construction of an extension to the public wharf at Port Moody. The plans cover the erection of a wharf 40 by 64 ft. and an approach from the present wharf of 1656 by 16 ft.

Arrangements are being made for an immediate start on the harbor improvements at New Westminster, for which the ratepayers have voted \$500,000. It is expected that preliminary work will be

so far advanced by September, that the concrete work can then be proceeded with.

The West Vancouver Ferry Co., Ltd., has been incorporated under the B.C. Companies Act, with \$150,000 capital, and office at Vancouver, to carry on a general ferry business, own and operate steam and other vessels, and to carry into effect an agreement with the municipality of West Vancouver.

T. G. McBride and Co., on July 6, placed in service in the Vancouver harbor, a new steam tug named Moonlight. She was built in Vancouver, and has a displacement of 42 tons. The dimensions are, length 70 ft., beam 16½ ft., draught 7 ft. She made nearly 10 miles an hour on her trial trip.

The work on the G.T. Pacific dry dock at Prince Rupert, which was suspended owing to the death of M. Dow, the contractor, has been re-commenced, by Starrett and Co., of Seattle, Wash., and it is stated that the work will be pushed with all speed. The contractors hope to have it completed well within the contract time.

The Inland Navigation Co.'s s.s. Sol Duc, made her maiden trip on the Seattle-Victoria run, July 4. She was launched at Seattle, Wash., towards the end of June. Her dimensions are, length over all, 205 ft., length between perpendiculars, 195 ft., breadth over guards 34.9 ft., breadth moulded 32 ft., depth of hold 12.8 ft., depth moulded 14.3 ft. She has 51 state rooms with berth accommodation for 163 passengers.

In correcting some misstatements which appeared in some London, Eng., daily papers recently, regarding the harbor at Vancouver, it is stated that the Dominion Government is carrying on dredging operations in the Narrows which, when completed, will form a straight channel 1,250 ft. wide at the narrowest point and 35 ft. deep at low tide. It is also pointed out that there is no extra insurance on vessels entering Vancouver harbor, and that insurance does not cease when any vessel passes English Bay.

A difficulty has arisen at Vancouver regarding the payment of duty on fuel oil imported from the U.S. for the use of steamships, etc. The cargo of one vessel was held up there for four days recently, and the C.P.R. was compelled to enter into a bond for the amount of the duty claimed, to obtain its release. The oil shippers have stated that they will bring in no more fuel oil until a definite arrangement has been arrived at regarding the duty. It is stated that on this account, vessels using oil for fuel will have to take it on at Seattle, Wash.

E. H. Heaps, President, A.B.C. Elevator and Wharf Co., is reported to have stated, at Vancouver, July 12, that if there was no announcement from the Dominion Government shortly, in connection with the construction of a terminal elevator at Vancouver, his company would proceed at once with such an erection, and he hoped to be able to have it so far advanced, that they would be able to handle a part of this year's crop, provided the production was equal to present indications, and some of it was forced to seek outlet by Pacific ports.

An order in council has been passed, declaring Prince Rupert to be a shipping port, and the harbor to be a public harbor. The harbor includes Tuck inlet, Lake Wainwright and Porpoise harbor, with connecting and tributary waters enclosed between the main land and a line drawn north true across Venn passage through the east tangent of Dundas point, a line drawn north and south true through the west tangent of Snider rocks, a line drawn east and west true through the south tangent of Holland island, and a line drawn north 34 degs. east and 35 degs. west true through the east tangent of Leer point.