

breadth 28.1 ft., depth 8.6 ft.; tonnage, 934 gross, 439 register.

Atlas Shipping Co., Ltd., has been incorporated under the Dominion Companies Act, with \$250,000 capital, and office at Montreal, to own and operate steam and other vessels, and to carry on a general navigation business throughout the Dominion and elsewhere. The incorporators are, E. E. Howard, J. DeWitt, H. C. McNeil, W. H. Howard, Montreal, and O. S. Tynedale, Westmount, Que.

The s.s. Rhoda, owned in Montreal, which was being operated between Montreal and La Prairie, is aground about a mile below La Prairie. At the time of writing, no effort was being made to release her. She was built at Levis, Que., in 1874, and is paddle wheel driven by engine of 34 n.h.p. Her dimensions are, length 131.5 ft., breadth 23 ft., depth 10 ft.; tonnage, 310 gross, 167 register.

The Public Works Department has completed dredging in the Ottawa River, from about half a mile above Green Creek to about a quarter of a mile below Kettle Island, in order to obtain a depth of 12 ft. at ordinary low water, with a minimum width of 205 ft. The dredged portion of the channel is aligned between a beacon on the south shore above Green Creek and a beacon on the lower extremity of Kettle Island.

Davie Shipbuilding and Repairing Co., Ltd., has been incorporated under the Dominion Companies Act, with \$500,000 capital and office at Lauzon, Que., to take over the business of G. T. Davie and Son, Lauzon, Que., and to continue and extend same as a general ship building and repairing business. The incorporators are, G. D. Davie, A. C. Davie, Lauzon, Que., T. A. O'Neill, J. P. A. Gravel and A. C. M. Thompson, Quebec, Que.

The new elevator at Quebec, controlled by the Harbor Commissioners, was put into service June 9, when the Quebec Transportation and Forwarding Co.'s barge Zapotic discharged its cargo of 85,000 bush., taken from Port Colborne. The elevator has two marine legs, each capable of discharging 15,000 bush. an hour. The Harbor Commissioners are erecting a new conveyor system to connect the old elevator with the Louise dock.

The report called for by the Montreal Board of Control, respecting the proposed municipal ferry service to St. Helens Island, recommends the construction of three steel, fireproof ferry boats, costing about \$60,000 each, the building of three landing places on the Montreal side, one at the foot of McGill St., one opposite the centre of the city at the present landing place, and the third in the east end. The contract for the present service expires this year.

The Montreal Board of Control has been advised to drop its appeal in connection with the taxation of the Montreal Harbor Commissioners' property, on the ground that it is Government property, and therefore not taxable by the municipality. A bill has recently been passed declaring that the property vested in the Commission is to be deemed Government property, and that it always has been so, and authorizing the Commissioners to transfer same to the Government formally.

The Montreal Harbor Commissioners Act has been amended by providing that notwithstanding anything in that act, or any other act respecting the Montreal Harbor Commissioners, the harbor of Montreal and all property connected therewith, is vested in the Dominion Government, and shall be deemed always to have been so since July

1, 1867, and the Commissioners are empowered to transfer such property to the Government, such transfer, however, not to affect the Commissioners' jurisdiction.

Ontario and the Great Lakes.

The Chatham Navigation Co. has appointed T. J. Stockwell as captain, and E. P. Williams, as chief engineer, of its s.s. Ossifrage.

The name of the s.s. Prince Rupert, registered at Kingston, Ont., official number 124260, under the name of the Kingston Shipping Co., has been changed to Northmount.

The Department of Railways and Canals received tenders to June 26 for the construction of a stone protection on the summit level on the Welland Ship Canal, between Thorold and Port Colborne.

The dredge Delver, owned by the Dominion Dredging Co., contractors for section 1 of the Welland Ship Canal, capsized in a heavy sea near Port Dalhousie, June 15, and sank. Nine of the crew of ten were rescued.

The Pere Marquette Rd. car ferry steamer Marquette and Bessemer no. 2, which was lost in a storm on Lake Erie, in Nov., 1911, has been discovered about 10 miles south of Erieau. It is said that an attempt will be made to raise her.

The Department of Railways and Canals received tenders to June 18, for the construction of sec. 3, Seven Division, Trent Valley Canal. The section lies between Peterboro and Lake Simcoe. It is estimated that the cost will approximate \$1,500,000.

Canada Steamship Lines, Ltd., has purchased Grimsby Beach Park, between Hamilton and St. Catharines, Ont., for, it is said, \$130,000. A pleasure park will be operated in conjunction with a line of steamboats from the chief centres in the vicinity.

D. J. Bourke has been appointed Traffic Manager, Great Lakes Transportation Co., Windsor, Ont. This is the company recently formed, in which J. Playfair, Midland, and H. W. Richardson, Kingston, are chiefly interested, and of which the former is President.

The Rainy River Navigation Co. commenced its season on the Rainy River and the Lake of the Woods, June 16, with the steamships Keenora and Agwinde. The service will be tri-weekly, with calling places at Kenora, Warroad, Rainy River and Fort Frances.

The Canadian Sand and Gravel Co., Ltd., has been incorporated under the Ontario Companies Act, with \$100,000 capital and office at Thorold, to deal in sand and gravel, and to own and operate steam and other vessels. The provisional directors are: J. Battle, W. M. German, M. Battle, D. B. Page and C. Freil, Thorold, Ont.

The Mathews Steamship Co.'s s.s. Steelton arrived at Toronto, from England, during June. She is a sister vessel of the company's steamships Easton and Yorkton, and will be engaged in the Upper Lakes service. She was built at Sunderland, and on her recent trials made 11½ knots an hour. She is of full Welland Canal size, with double bottom, and is rated 100 A1 at Lloyd's.

The U. S. Lake Survey s.s. Surveyor, engaged in surveys and examinations in the east end of Lake Ontario, recently reported the discovery of a small rock shoal with least depth of 16 ft., about 4 11-16 miles from Stony Point lighthouse, and 4 miles from Galloo Island lighthouse. It is about 4,500 ft. south and 400 ft. west of Calf Island

Spit black can buoy, and is nearly on the sailing course between Charlotte and Sackett's Harbor. At extreme low water, the depth of water is only 12 ft.

The U. S. Lake Survey reports the levels of the Great Lakes in feet above tidewater for May, as follows,—Superior 602.33; Michigan and Huron 580.32; Erie 572.91; Ontario 256.95. As compared with the average May levels for the past ten years, Superior was 0.35 ft. above; Michigan and Huron 0.46 ft. below; Erie 0.06 ft. above, and Ontario 0.02 ft. below. It was anticipated that during June, Superior, Michigan and Huron would rise 0.3 ft., and Erie and Ontario 0.2 ft.

The St. Lawrence and Chicago Steam Navigation Co.'s s.s. J. H. G. Hagarty, which has been built at Collingwood to replace the s.s. James Carruthers, lost in the great storm on the lakes towards the end of last year, was launched June 18. She is practically the same as the lost vessel in construction. She is 550 ft. long, 58 ft. broad and 31 ft. deep, with hatches spaced 24 ft. apart instead of 12 ft. as on the James Carruthers. It is expected that she will be ready for her maiden trip about July 8.

The Algoma Central Steamship Line is reported to have purchased the s.s. E. D. Carter, from E. D. Carter, Erie, Pa. She is a steel vessel built at Wyandotte, Mich., in 1906, of the following dimensions,—length 504 ft., breadth 54 ft., depth 30 ft.; tonnage, 6,359 gross, 5,063 register. She is equipped with triple expansion engines with cylinders 22½, 36 and 60 ins. diam., by 42 in. stroke, 1,600 i.h.p., 80 r.p.m., supplied with steam by 2 Scotch boilers fitted with induced draught, 13¼ ft. diam., by 11½ ft. long, at a working pressure of 180 lbs.

The Great Lakes and Atlantic Canal and Power Co., Ltd., has been incorporated under the Dominion Companies Act, with \$250,000 capital and office at Montreal, to make surveys, etc., subject to the permission of owners of land, to take soundings, and obtain general data for the location and construction and improvement of canals, lakes, rivers, water courses, etc.; to own and operate steam and other vessels, dry docks, shipbuilding plants, etc., and for other purposes. The incorporators are: E. A. D. Morgan, G. A. Morrison, H. S. M. Caron, C. A. Hetu and L. J. Lefebvre, Montreal.

The New York Court of Appeals has held the repeal of the act granting certain water rights on the St. Lawrence River, to the Long Sault Development Co., to be effective. This company was organized in 1907, for the development of water powers at the Long Sault Rapids. The granting of the rights by the New York Legislature was strongly opposed by the Shipping Federation of Canada, the Dominion Marine Association, and other marine organizations, as tending to interfere with shipping generally. The act granting the rights was repealed in 1913, and the company appealed against the repeal.

Manitoba, Saskatchewan and Alberta.

The Peace River Transportation Co. has placed its first vessel in service between Athabasca Landing and Grouard, Alta. J. K. Cornwall, Royal Bank Bldg., Edmonton, is President.

The sternwheel steamboat City of Edmonton, owned by John Walters and Co., which is used for pleasure purposes upon the North Saskatchewan River, struck a snag recently but was beached at the shore, and the 500 passengers were safely transferred to the steamboat City of Strathcona.