

Province of Quebec Marine.

Up to Aug. 31, 48,792,624 bush. of grain were exported through Montreal, 30,718,360 bush, passing through the Harbor Commissioners' elevators and the balance through the G.T.R. elevators.

Ontario and the Great Lakes.

The U.S. steamships Saxona and Pen-tecost Mitchell, which collided and sank in the St. Marys River, near Watson reef, May 13, have been raised.

The Ogilvie Flour Mills Co. has deposited plans of a dock it proposes to build in the Kaministiquia River at Fort William, in front of its present mill site, on the easterly side of Front St.

The Northern Navigation Co.'s s.s. Hamonic, while running to Windsor, Oct. 15, struck a hidden obstruction and broke her propeller. She was dry docked at Detroit, Oct. 16, for repairs.

The s.s. Western Star, owned by the Cadillac Steamship Co., Cleveland, Ohio, which went ashore on Robertson Rock in Georgian Bay, Sept. 24, 1915, has been saved by the Great Lakes Towing Co.

A press dispatch from Port Huron, Mich., October 17, stated that an oil burning ship named Ada, being one of the vessels built at Superior, Wis., for the U. S. Emergency Fleet Corporation, had passed down en route to New York.

The Ontario Car Ferry Co., operating two car ferries, Ontario No. 1 and Ontario No. 2, between Cobourg and Genesee dock, Rochester, N.Y., made the last trip of the season on regular schedule, Sept. 29. Since that date, trips are made only on an irregular schedule solely for freight traffic.

The Lehigh Valley Rd. has announced that owing to the commandeering by the U. S. Government of its lake vessels, its service in the merchandise package trade between Buffalo, N.Y., and Chicago, Ill., has been discontinued. Four steamships were operated in this service, and these have been taken over by the U.S. for Atlantic service.

The U. S. Lake Survey reports the levels of the Great Lakes in feet above mean sea level for September as follows: Superior, 602.73; Michigan and Huron, 581.68; St. Clair, 576.23; Erie, 573.28, and Ontario, 246.93. Compared with the average September levels for the past ten years, Superior was 0.03 ft. above; Michigan and Huron 1.06 ft. above; Erie 0.94 ft. above, and Ontario 0.75 ft. above.

The s.s. Richard W., owned by Richard W. Ltd., Quebec, Que., and managed by the Canadian Shipping Co., which is controlled by the Canadian Import Co., Montreal, ran aground about four miles below Long Island, near Kingston, Oct. 14, while coal laden for Montreal. Her cargo had to be removed before she could be got off, when it was found that her shoe had been fractured. The s.s. Richard W. was formerly the s.s. Pueblo, and was at one time owned by the Canada Cement Transport Co., Ltd., Montreal.

A deputation of business men from towns and cities along the Lake Erie & Northern Ry. met at Port Dover, Oct. 16, to discuss with Dominion Government representatives, who were there looking over the harbor conditions, the need for further work and government aid for the betterment of harbor facilities there. It was pointed out that the docks have deteriorate owing to non-use, and the harbor has silted up. Parliament has voted \$6,000, but considerably more is required

to develop the harbor to its proper capacity.

The Montreal & Cornwall Navigation Co.'s s.s. St. Laurent was burned to the waters' edge while at her moorings in the Cornwall Canal, Oct. 19. She was built at St. Nicholas, Que., in 1880, and originally named Brothers. She was overhauled in 1900 at Montreal, and again at Sorel, Que., in 1909. She has been operated between Montreal and Cornwall for several years, and was used previously as a ferry at Montreal. Her dimensions are: Length, 127 ft.; breadth, 24.6 ft.; depth, 8.3 ft.; tonnage, 349 gross, 189 register, and she was equipped with engine of 43 n.h.p. driving paddle wheels.

The Valley Camp Coal Co.'s s.s. William S. Mack is reported to have been sold to the Sault Shipping Co., Sault Ste. Marie, Ont. The first named company is associated with the Great Lakes Transportation Co., of which Jas. Playfair is President and General Manager, and the Sault Shipping Co. is controlled by the Lake Superior Corporation. The s.s. William S. Mack was built at Lorain, Ohio, in 1901, on the channel system, with steel tank top, where no wood ceilings are fitted, three watertight and two non watertight bulkheads, steel boiler house, steam pump wells, electric light, etc., and the hull is divided into four compartments with hatches 24 ft. centres. Her dimensions are: Length, 346 ft.; breadth, 48 ft.; depth, 28 ft.; tonnage, 3,720 gross, 2,785 register, and she is equipped with triple expansion engines with cylinders 20, 33½ and 55 in. diam. by 40 in. stroke, 1,000 i.h.p. at 80 r.p.m., and supplied with steam by two Scotch boilers, 12 ft. 10 in. by 13 ft., at 175 lb.

A Washington, D.C., press dispatch of Oct. 5, said: "Enlargement of locks on the Welland Canal, to permit construction of bigger ships on the Great Lakes, for ocean service, is under consideration by American and Canadian government officials." The question of getting the larger vessels now operating on the Great Lakes, through to the ocean, where they could be used to great advantage, is without question engaging the attention of both governments. The Canadian Government as most people are aware, has under construction a ship canal, which, when completed, will be quite capable of taking the largest vessels through from the Great Lakes. This work is suspended, and will probably not be resumed until after the war. The question of enlarging the existing locks on the present canal, with other necessary work following would seem to be as large a job as completing the new canal now partially built. In the meantime certain vessels are being cut in two and towed through the canals to St. Lawrence ports where they are to be re-connected, and sent on to the coast.

British Columbia and Pacific Coast.

The Norwegian s.s. Niels Nielson, which struck a rock recently in Puget Sound, was taken to Esquimalt, Oct. 11, and placed in Yarrows' dock for bottom repairs.

A contract is reported to have been awarded recently for \$37,750, for salving the s.s. British Columbia, which sank at the docks at Hastings Mills, B.C., while loading cargo, at the end of August.

The C.P.R. and Grand Trunk Pacific Coast Steamship Co.'s steamships, operating along the British Columbia coast, have ceased supplying intoxicants on their vessels, following the passing of a prohibition law in the province.

The Union Steamship Co.'s s.s. Cas-siar, which was wrecked near Privett Island at the end of August, has, it is reported, been taken over by the owning company, from the underwriters. The estimate for repairing is about \$30,000, equal to the amount of the insurance.

A British Columbia court has decided that both the Canadian Pacific Ocean Services' s.s. Empress of Japan and the s.s. Belridge were to blame for a collision between them on Jan. 31, off Trial Island, during a snow storm. The liabilities connected with the collision are to be divided equally and each side pays its own costs.

The South Vancouver, B.C., council passed a resolution recently, in favor of submitting a bylaw to the ratepayers to exempt the shipbuilding site known as the Robson site, from taxation during actual shipbuilding operations, the total exemption not to exceed ten years, and the bylaw not to be submitted to the vote until the plant is built on the site.

At a recent meeting of representatives of the pilotage boards of Victoria, Vancouver, New Westminster and Nanaimo, to consider a number of proposed changes in the system of pilotage, it was proposed that the four districts be amalgamated, but it was decided not to do so, as the desired results could be achieved by amendments to the Canada Shipping Act giving the British Columbia authorities the same discretionary powers as possessed by those on the Atlantic coast.

The Union Steamship Co. has purchased the steamships Santa Maria and Selma from the All Red Line, Ltd., Vancouver, and will continue to operate them in the coast trade. Both vessels are of the private yacht type, and were brought from England a few years ago as a private venture, and a company incorporated under the title of All Red Line Ltd., for operating them in the coast service as far north as Powell River.

An order in council has been passed defining a permanent harbor head line beyond which wharves, piers, breakwaters and other similar structures shall not be built on the south shore of the Fraser River, opposite New Westminster, from Port Mann to the Government wing dam at Annieville bar. The head line was approved by the New Westminster Harbor Commissioners, and recommended by the Marine Department's Chief Engineer.

A deputation representing the Chamber of Commerce, Tacoma, Wash., waited on J. W. Troup, Manager, British Columbia Coast Service, C.P.R., at Victoria, recently, requesting that a direct steamship service be given to Tacoma, if possible, between Tacoma and Burrard Inlet, instead of between Tacoma and Victoria. It is stated that the three main points which guided the deputation in arguing their case for a direct service were, that it is usual for the C.P.R. to lay up one of its steamships at this time of the year, the impossibility of creating travel between Tacoma and British Columbia unless a first class steamship is put in service, and the fact that U.S. regulations do not permit of Canadian vessels calling at two consecutive ports in the U.S. The last mentioned difficulty may be removed shortly, as the U.S. Government is considering the modification of its regulations so as to permit Canadian vessels to engage in U.S. coasting service, except between Alaska ports.

The International Shipbuilding Corporation, Ltd., which was incorporated recently with head office at Montreal, has removed its head office to Newcastle, N.B.