

14 ft. long was cut in the bottom of the hull, and she sank in 25 minutes.

The Great Lakes Dredging Co.'s dredge Shuniah, which has been under rental to the Toronto Harbor Commission, in connection with its work in the Toronto harbor, sank at her moorings, Aug. 16, in 20 ft. of water. It is stated that a seacock was left open.

The Public Works Department has awarded dredging contracts, for work at Little Detroit River, to the C. S. Boone Dredging and Construction Co., at prices approximating \$12,000, and for work at Bruce Mines, to the Soo Dredging Co., for approximately \$6,975.

Plans are stated to have been filed with the Public Works Department, for the removal of the existing breakwater between the C. N. R. and Horne elevators at Port Arthur, and for the construction of another breakwater extending about 1,000 ft. further into the bay.

The back range light at Port Colborne has been removed from the east side of the entrance channel to the vicinity of the outer elbow on the west breakwater pier. When again placed in working order, it will be a red occulting light, to distinguish it from the town lights.

A recent press report from Kingston states that Canada Steamship Lines Ltd. is negotiating for the purchase of Garden Island, now owned by the Calvin Co. It is stated that the company proposes to use the island for a shipyard, where its western steamships may be quartered for the winter.

The dredge Tornado, under construction at Toronto for the Canadian Stewart Co., in connection with that company's contract with the Toronto Harbor Commission, for general harbor improvements, was launched from the Polson Iron Works, Aug. 15. She is similar in type to the Cyclone, launched from the same works in July.

The Keystone Transportation Co.'s s. s. Keynor, which arrived recently at the head of the Great Lakes, on her maiden trip from Sweden with wood pulp, has been placed in regular service on the Montreal grain route. She is a similar type of vessel to others owned by the same company, and was built at Londonderry, Ireland, and engined at Greenock, Scotland.

A. C. Lewis, Secretary, Toronto Harbor Commission, is reported to have stated recently, that the work on the harbor improvements is to be continued in accordance with the plans laid out at the commencement of the season. Approximately \$1,400,000 will be spent on reclamation work, pile driving, piers and the excavation of the ship channel in Ashbridges Bay.

The Westernian Transportation Co., Ltd., has been incorporated under the Dominion Companies Act, with \$100,000 capital, and office at Ottawa, Ont., to carry on a general steamship owning and passenger and freight transportation business. The incorporators are, J. H. Hall, R. T. Holcomb, E. Hall, Ottawa; A. Lefebvre and E. Amyot, Valleyfield, Que.

Canada Steamship Lines s. s. W. Grant Morden, which went into service, May 9, has been carrying some record breaking cargoes. On her first trip she carried 419,000 bush. of grain to Port Colborne, and as a return cargo had 12,168 tons of coal, and her last trip in May was with 538,558.20 bush. grain. In all return trips she has carried from 12,000 to 12,500 tons of coal or ore.

A press dispatch from Windsor states that before the fall the harbor planned by the Dominion Government in response to the request of the navigation interests at

Leamington, will be ready for vessels drawing not more than 25 ft. Soundings are being made, and it is expected that a breakwater will be built for about 300 ft. into the lake to the west of the present dock, thus forming a commodious and safe haven for vessels during bad weather.

P. Paton, Assistant Operating Superintendent Passenger Steamers, Canada Steamship Lines, Toronto, announced, Aug. 15, that intoxicating liquor will not, in future, be sold on the company's vessels operating out of Toronto. It has been the custom for several years to supply it on the company's vessels, when called for, and it has also been customary for the license officials to prosecute the captains, and exact fines and costs, towards the end of each season.

A syndicate is reported to have been formed, composed of Windsor and Detroit men, with the object of locating and, if possible, salvaging the car ferry Marquette and Bessemer No. 2, which foundered during a storm, Dec. 9, 1909, when en route from Conneaut, Ohio, to Port Stanley, Ont. The vessel was valued at \$50,000 and the cargo at \$35,000. H. L. Drake, P. D. White, Windsor; E. L. White, St. Thomas; and W. C. Moore, Detroit, are said to be interested.

Bassett Steamship Co., Ltd., has been incorporated under the Ontario Companies Act, with \$100,000 capital, and office at Toronto, to own and operate steam and other vessels. Capt. Bassett, who is chiefly interested in this company, was formerly connected with the Western Steamship Co., Toronto, which owned the steamships J. A. McKee and Wexford. The former was sold recently to the Algoma Central Steamship Line, Sault Ste. Marie, Ont., and the latter was lost in the Great Lakes storm of Nov., 1913.

The U. S. Lake Survey reports the levels of the Great Lakes in feet above tidewater, for July, as follows:—Superior 602.68; Michigan and Huron 580.74; Erie 572.83; Ontario 246.72. Compared with the average July levels for the past ten years, Superior was 0.18 ft. above; Michigan and Huron 0.38 ft. below; Erie 0.07 ft. below, and Ontario 0.035 ft. below. It was anticipated that during August, Superior would rise 0.2 ft.; Michigan and Huron fall 0.1 ft.; Erie 0.2 ft., and Ontario 0.3 ft.

Referring to a recent press dispatch from Cobourg, which stated that a contract had been made between the G.T.R. and C.P.R. to bring in coal for the latter company, by the Ontario Car Ferry Co.'s car ferries, and that in addition to the second car ferry now being built, a third car ferry, not to carry passengers, will also be built, we are officially advised that this is merely a rumor arising from the fact that the Ontario Car Ferry Co. is having a second car ferry built by Polson Iron Works, Toronto. A description of this vessel has already been given in Canadian Railway and Marine World.

The Windsor and Pelee Island Steamship Co.'s steamboat Pelee, which was built at Collingwood, this year, is under lease to the Windsor, Detroit and Wallaceburg Steamship Line, until the middle of September. The proprietor of the line is H. B. Smith, Windsor, Ont., who it is said proposes to incorporate a company early in the new year, and to build a steel steamship at an approximate cost of \$150,000. He is also said to be considering the possibility of chartering a vessel to carry freight during the winter between Sarnia, Amherstburg, Dresden, Sandwich and other ports.

Owen Sound press reports state that F. F. Wood of Niagara Falls, Ont., who controls a charter for a dry dock at Owen Sound, and

who has received local assurance of a subsidy under certain conditions, has assigned two-thirds of his interest in the project to New York capitalists. He is reported to have stated originally, that he had sufficient English capital in sight to build the dock, and though local interests are not impressed with the latest move on the promoter's part, they are awaiting developments, before committing the present scheme to the place where previous Owen Sound dry dock schemes have gone.

The Lake Carriers' Association has engaged in a campaign for the elimination of collisions in the open lake owing to fogs. The association has already decided that all vessels enrolled in the association shall follow separate courses on the Great Lakes, eastbound vessels taking an outside course and westbound vessels an inside course. This rule has not been observed strictly, and a number of collisions have occurred, all being head on collisions, there being no instance of a head to stern collision on the lakes during a fog. The matter is being taken up strongly by owning companies, and the safety factor is being impressed on the masters, it being pointed out that quick passages regardless of safety are not desired, and are only desired when the weather is clear and fair.

In 1912, the Montreal Transportation Co. ordered a vessel in England, with propelling machinery of a distinctly new order for which the inventor and designer claimed a great deal. The principle was a combination of Diesel engine and electric motors coupled direct to the propeller shaft, and was fully described in Canadian Railway and Marine World for Nov., 1912. On her trial trips she proved a failure, and the M. T. Co. declined to accept her. A second series of trials proved no more successful, and the propelling machinery was removed and replaced by an ordinary steam equipment. She sailed from England July 9, and took 19 days in crossing. She is of the ordinary type of lake vessel, and is of the following dimensions,—length between perpendiculars 250 ft., length overall 256 ft., breadth extreme 42½ ft., depth moulded 19 ft., and she has a speed of about 10 knots an hour. She was originally named Tyne-mount, but later her name was changed to Port Dalhousie.

The French River and Nipissing Navigation Co., with its steamboats Elgin L. Lewis, Highland Belle and Northern Belle, and a houseboat, Dundonald, has been acquired by F. E. Macdonald, Newcastle, Ont. The Elgin L. Lewis was built at Orillia, Ont., in 1904, and is screw driven by engine of 6 n.h.p.; dimensions—length 70 ft., breadth 12.3 ft., depth 5 ft.; tonnage, 50 gross, 30 register. She has not yet been placed on a regular route for this season. The Highland Belle was built at Orillia in 1900, and was originally named Van Woodland. She is screw driven by engine of 3 n.h.p., and is of the following dimensions: length 75 ft., breadth 16.8 ft., depth 5.2 ft.; tonnage, 50 gross, 31 register. She runs on a daily schedule out of Sturgeon Falls, three times a week up the west arm of Lake Nipissing to Monetteville, and three times a week to French River and Chaudiere Falls, with J. Hicks as captain and A. Major as chief engineer. The Northern Belle was built at Sturgeon Falls in 1905, and is screw driven by engine of 30 n.h.p. Her dimensions are: length 104 ft., breadth 21.6 ft., depth 7.6 ft.; tonnage, 222 gross, 169 register. She is operated daily from North Bay to the French River and Chaudiere Falls, with A. McKenney captain and J. Coventry as chief engineer. H. H. R. Macdonald, Sturgeon Falls, Ont., is Manager of the company.