

Ontario and the Great Lakes.

The Welland Canal was opened for traffic Apr. 19.

The Sault Ste. Marie canals were opened for traffic Apr. 19, the s.s. *Harvester* being the first ship to lock through.

A Dominion order in council has been passed approving regulations for operation of ferry service across the Niagara River, between Fort Erie, Ont., and Buffalo, N.Y.

An action brought by F. Torno to determine the ownership of the s.s. *Chicora*, formerly owned by Canada Steamship Lines Ltd., was dismissed at Toronto, the plaintiff having to pay costs.

The name of the Ontario Government's s.s. *Captain Visger*, registered at Kingston, no. 137,983, and operated by the Ontario Game and Fisheries Department, has been changed to *Gray Bird*.

The Detroit and Windsor Ferry Co. is being asked by the Windsor Council for a more adequate service, and if some improvement is not made, it is intimated that a municipal ferry line will be started.

The s.s. *H. M. Pellatt*, which, as announced in our last issue, has been sold by Canada Steamship Lines, Ltd., to Belgian parties, is now owned by the Societe Belge d'Armement Maritime, Antwerp, Belgium.

A committee representing the Rochester, N.Y., chamber of commerce, has asked Canadian Steamship Lines, Ltd., that steamships running between Hamilton, Toronto, Kingston, and Montreal, call at Rochester, each way.

Canada Steamship Lines, Ltd., has changed the names of its steamships, Murray Bay, Rochester, Syracuse, and St. Irene, to Cape Diamond, Cape Eternity, Cape Trinity and Cape St. Francis, respectively.

A press report stating that the Northern Navigation Co. will dock its steamships at Point Edward this year, instead of at Sarnia, is to some extent misleading. The company has used Point Edward as a terminal for its steamships since 1913, they only going to the Sarnia dock occasionally. The company calls its terminal, Sarnia, (Point Edward dock).

The Dominion Government steamships Grenville and Lambton arrived at Parry Sound, Apr. 20, from Midland, thus opening navigation between these points. The Great Lakes Transportation Co.'s s.s. *Glenorchy* cleared from Goderich on the same date for Cleveland, Ohio, to load coal. Considerable ice was encountered between Midland and Parry Sound, but Goderich harbor was reported to have been clear of ice for several days.

The Great Lakes Transportation Co.'s s.s. *Glenfoyle*, registered at Midland, Ont., has been removed from the Canadian register, and her register closed, she having been lost while in Admiralty service. She was built at Londonderry, Ireland, in 1913, and was screw driven by engine of 97 h.p., her dimensions being,—length 250 ft., breadth 42.5 ft., depth 17.4 ft.; tonnage 1,680 gross, 1,051 registered.

The s.s. *Empress*, owned by the Central Railway Co. of Canada, has been sold by the receiver for the company to W. H. Dwyer, Ottawa, Ont. She was built at Montreal, in 1873, and was originally named *Peerless*. She was rebuilt in 1886, when she was renamed *Empress*. Her dimensions are,—length b.p. 185 ft. 3 in., breadth moulded 27 ft. 6 in., depth

moulded 16 ft. 1 in. She is paddle wheel driven by engine of 152 n.h.p.

The acting Minister of Public Works is reported to have stated to a deputation from London, St. Thomas, Elgin and Middlesex, Ont., Apr. 15, that the deepening and widening of the outer harbor at Port Stanley will be commenced as soon as possible, the programme including extensive dredging and the removal of the submerged east pier, which has been a menace to navigation there for some years.

The U.S. Lake Survey reports the stages of the Great Lakes in feet above mean sea level for March as follows:—Superior, 601.92; Michigan and Huron, 580.00; St. Clair, 574.00; Erie, 570.85; Ontario, 245.05. Compared with the average March stages for the past 10 years, Superior was 0.28 ft. above; Michigan and Huron, no change; Erie, 0.90 ft. below, Ontario 0.62 ft. below.

The Northern Navigation Co.'s s.s. *Noronic* is to be taken to Detroit, Mich., May 1, where she will be utilized as an hotel until June 9, when she opens her summer service by taking members of the Detroit Board of Commerce on their annual lake trip. If the *Noronic* is a success as an hotel in the early part of the season, the company will probably again place her at Detroit, for similar purposes, from the close of the summer season until the end of November.

Canada Steamship Lines, Ltd., which, as announced in a previous issue, has bought the steamships *Nipigon* and *Wyoming* from U.S. owners, has transferred them to the Canadian register, the former under the name of *Maplehill* and the latter as *Wyoming*. The *Maplehill* was built at St. Clair, Mich., in 1883, and is screw driven by engine of 79 h.p., her dimensions being,—length 194.2 ft., breadth 33.9 ft., depth 13.7 ft., tonnage 925 gross, 560 registered. The *Wyoming* was built at Buffalo N.Y., in 1887, and is screw driven by engine of 109 h.p., her dimensions being,—length 250.4 ft., breadth 40.1 ft., depth 14.6 ft.; tonnage 1,492 gross, 911 registered.

It is reported that Belleville business men are negotiating with Canada Steamship Lines, Ltd., for the purchase of the s.s. *Brockville*, to be operated in passenger service between Belleville and Montreal, during the forthcoming season. The s.s. *Brockville* has an oak hull and was built at Toronto in 1898. Her dimensions are,—length 105 ft., breadth 21 ft. 5 in., depth 5 ft. 7 in., tonnage 191 gross, 88 registered. She is equipped with fore and aft compound engine with cylinders 9 and 18 in. diam., by 14 in. stroke, 140 i.h.p., at 165 r.p.m., supplied with steam by one firebox boiler 4 ft. 9 in. diam. by 8 ft. long, at 165 lb., by Polson Iron Works Ltd., Toronto.

The s.s. *Oceanica*, has been bought from U. S. owners by W. Ziff, Montreal. She was owned formerly by Tonawanda Iron and Steel Co., Tonawanda, N.Y., and has an oak hull, with diagonal strapping on the frames, steel boiler house, steel arches, bow sheathed for navigation in ice, windlass between decks, with no efficient bulkhead abaft. She was built at West Bay City, Mich., in 1881, when she was named *Sevona*. She underwent considerable repairs in 1913. Her dimensions are,—length b.p. 263 ft., breadth moulded 37¼ ft., depth moulded 21 ft., tonnage 1,409 gross, 1,241 net. She is equipped with fore and aft compound engines, with cylinders 27 and 50 in. diam. by 40 in. stroke, 600 h.p., at 80 r.p.m., supplied with steam by two firebox boilers at 95 lb.

The Kingston Navigation Co. is being formed at Kingston, Ont., by a number of members of the Board of Trade, for the operation of a steamship between Kingston and Ogdensburg, N.Y., during the summer. It is stated that the s.s. *St. Lawrence* has been bought from Canada Steamship Lines, Ltd., and that she will be transferred from U.S. to Canadian register. She was built at Clayton, N.Y., in 1884, and is of composite construction, of the single deck type, with the following dimensions,—length b.p. 154 ft., breadth moulded 21 ft., depth moulded 7 ft., tonnage 312 gross, 188 net. She is equipped with beam condensing engine having cylinder 32 in. diam. by 72 in. stroke, 350 i.h.p., at 38 r.p.m., supplied with steam by a single fire box boiler 8 ft. diam. by 16 ft. 2 in. long, at 87 lb.

The s.s. *Viking*, which was bought some time ago by interests associated with the Mathews Steamship Co., Toronto, from U. S. owners, has been transferred to the Canadian register, and to Mathews Steamship Co.'s ownership, under the name of *Cylaton*. She was built at Buffalo, N.Y., in 1889, and is a steel ship of the well deck type, with double bottom for watertight ballast, 3 watertight bulkheads, steel boiler house, steam pump wells, electric lighting, and hatches spaced 24 ft. centers. Her dimensions are,—length b.p. 217 ft., breadth moulded 37 ft., depth moulded 18 ft. She is equipped with fore and aft compound engines, with cylinders 23 and 48 in. diam. by 42 in. stroke, 365 i.h.p. at 85 r.p.m., supplied with steam by two firebox boilers, each 8½ ft. diam. by 14 ft. long, at 125 lb.

Dredging operations are being carried on in Toronto harbor by Canadian Stewart Co. in connection with the harbor improvements. This necessitates the maintenance of a pipe line across the western entrance channel, from the opening of navigation until about May 21, with the exception of such days as weather conditions prevent the use of the eastern entrance channel. In the event of a heavy easterly wind making the approach through the eastern entrance difficult, the pipe line will be broken temporarily to provide an opening for vessels at the western entrance, the harbor master deciding as to the necessity for such break. Signals, for the use of the western entrance during heavy weather, are 2 long and 2 short blasts of the whistle at 3 minutes intervals, at least 10 minutes before reaching the piers. The pipe line, through which dredge material is discharged, will be kept well lighted at night by the contractors.

The barge *Arthur*, owned by Connelly Bros., Buffalo, N.Y., was sold recently to Webster Steamship Co., Montreal, who have traded her for the barge *Valencia*, owned by Sincennes-McNaughton Line, Ltd., Montreal, and the last mentioned company has bought the barge *Nellie Redington* from Connelly Bros., Buffalo, N.W. The *Arthur* was built at Detroit, Mich., in 1871, and was originally the schooner *D. P. Rhodes*, and underwent large repairs in 1912. Her hull is of oak and she has the following dimensions,—length b.p. 216 ft., breadth moulded 35 ft., depth moulded 16 ft., tonnage 891 net. The barge *Valencia* was built at Garden Island, Ont., in 1888, and has an oak hull of the following dimensions,—length b.p. 178 ft., breadth moulded 30 ft. 8 in., depth moulded 13 ft. 2 in., tonnage 443 net. She was at