

stated that the contract was made by the Department of Trade and Commerce of the Dominion Government, and not by the Prince Edward Island Government.

The Myrtle Leaf Navigation Co., Ltd., has been incorporated under the Dominion Companies Act, with \$64,000 capital and office at Apple River, N.S., to take over the schooner named Myrtle Leaf, to own and operate steam and other vessels, and to carry on a general navigation business. The incorporators are M. G. and E. A. White, Sussex, N.B.; G. W. Smith and E. Wasson, Apple River, N.S.; E. K. Merriam, Port Greville, N.S.

F. P. Gutelius, General Manager, Canadian Government Railways, when in St. John, N. B., early in August, is reported to have stated that a number of improvements will be undertaken in the harbor, as soon as the financial situation improves. These improvements will include the construction of two new piers, each 750 ft. long, and the replacing of the grain elevator which was destroyed by fire some time ago. The elevator will not be built on the old site, as it has been decided to use that for other purposes.

The steamboat Avonlea, operated on the ferry service across the Mira River at Mira Gut, N.S., was removed from the service at the end of July, owing, it is stated, to the objection that the engineer in charge was not a duly qualified man. The owners stated that the regular engineer had left on account of ill health, and a thoroughly competent man was in charge, but he had no certificate. No qualified engineer was available in the vicinity, and the income from the traffic, even together with the subsidy, was insufficient to cover the cost of engaging expensive outside assistance.

A New York shipping paper purports to give some information of certain changes in shipping routes regarding Canadian vessels, which, to say the least of it, is very misleading. It states: "The gradual withdrawal of trans-Atlantic steamers from St. John's because of the transport needs of the British Admiralty and the requirements of British trade has reached a point where only three small steamers are now plying between St. John's and Liverpool." It is evident that when mentioning St. John's, it is St. John, N.B., that is meant; St. John's is in Newfoundland. It may be taken from this that the only steamship service which is being operated between Canada and Great Britain at present is that between St. John and Liverpool, consisting of three small vessels, with no passenger accommodation. For main trans-Atlantic services, St. John has been for many years used as a winter port only, the summer traffic coming up the St. Lawrence to Quebec and Montreal. It also states that the Allan Line service which has been carried on for nearly fifty years between St. John, Halifax, Philadelphia and Glasgow, has been discontinued, and the vessels so engaged transferred to the service between Montreal and British ports. No doubt, when the St. Lawrence navigation season closes, these vessels will use the winter ports as heretofore.

Province of Quebec Marine.

The s.s. Prefontaine, owned by J. Malo, Montreal, was driven ashore at Port Platon, near Quebec, August 4.

The depth in the Montreal harbor at Aug. 12, was 29 ft. 7 ins., a decrease of 3 ft. since April and of 2 ft. since May. The depth of water at Aug. 12, 1914 was 30 ft.

The Montreal Harbor Commissioners have completed the forming of a new river chan-

nel in the neighborhood in St. Helen's Island, with the object of lessening the current outside the harbor proper.

The Dominion Government s. s. Montcalm returned to Quebec, Aug. 10, after a month of touring the various lighthouse stations in the Gulf of St. Lawrence with provisions, etc.

The Imperial Oil Co. is arranging with the Quebec Harbor Commissioners for the construction of oil storage tanks on a portion of the Commissioners' property, with the view of facilitating the supply of oil to ocean vessels.

A sub contract has been given for the construction of the power house in connection with the Dominion Government dry dock at Lauzon, Que. The power house will be 120 by 100 ft., of brick and steel. The general contractors are M.P. and J. T. Davis.

The Montreal Harbor Commissioners' tug Sir Hugh Allan collided with the Dominion Government steamboat Levis in the St. Lawrence River, Aug. 21, sinking her in a few minutes. The Levis was on her way to Three Rivers, with a number of laborers from Government dredges. All were safely landed, as the accident occurred in shallow water. The Minister of Public Works was on board the Sir Hugh Allan.

The sale is reported of the s.s. Sindbad, owned by F. E. Hall and Co., Montreal, for about £6,850. She was built at Newcastle, England, in 1883, and is an iron vessel with double bottom for watertight ballast, and three watertight bulkheads. She is equipped with fore and aft compound engines with cylinders 27 x 54 x 33 ins., supplied with steam by one Scotch boiler at 75 lbs. pressure. Her dimensions are, length 216 ft. 2 ins., breadth 31 ft. 2 ins., depth 16 ft. 2 ins.; tonnage, 897 gross, 539 register.

The return of vessel passages, etc., through the Lachine Canal for July show that there were 1,143 vessel passages, 429 less than in July, 1914. The tonnage operated was 593,509, against 842,087; passengers carried, 12,162, against 34,818; cargo tonnage 452,033, against 715,628. A number of lake vessels usually engaged in traffic through the Lachine Canal, are at present being operated in the coasting and ocean trades, but some of them are expected to return to the lake service in time for the removal of the grain crop.

An order-in-council has been issued amending the regulations for the working and management of the dry dock at Levis, fixing the following charges: For all vessels up to 1,000 tons, \$300 for the first day of docking and \$50 a day for each subsequent day; for all vessels between 1,000 tons and 2,000 tons, \$350 and 4½c per ton per day; for all vessels above 2,000 tons, \$400 and 4½c per ton per day up to 2,000, and 2c per ton per day on all tonnage over 2,000. When a vessel is docked solely for painting and scraping or repair to propeller, the tariff is suspended, and a straight rate of \$50 is charged for pumping out the dock, and 5c per ton per day, not exceeding four days, and small repairs to the vessel's bottom, not exceeding \$50, will be allowed under this charge. When two or more vessels of the same owner are docked together for painting or repairs to propeller, only \$50 is to be charged for pumping out, but each vessel will be charged \$50 a day should the tonnage of each at 5c a ton per day not amount to that sum. Should a vessel for such minor work remain in dock beyond four days, then the full rates will be charged, including the charges for the first day. Cargoes will be charged the same as tonnage, but no charge will be made for ballast, and coal will be classed

as cargo. In no case will the charge be less than \$50 a day for lying in dock during the season of navigation, and no charge will be made for Sundays, unless work be done on the vessel.

Ontario and the Great Lakes.

The Northern Navigation Co.'s s. s. Noronic, which grounded on a sandbank in the Detroit River, July 31, was released Aug. 3, without damage.

A press report states that the British Government is about to place an order at Port Arthur, for the building of two steel coaling vessels.

The U. S. ferry steamboat Clarence Fix, operating on the ferry service between Buffalo, N. Y., and Erie Beach, Ont., while under the charge of the Canadian customs officers recently for an infraction of the customs regulations, was removed by means of a truck at the end of July, and taken back to Buffalo.

Canada Steamship Lines s. s. Calgarian in arriving at Port Weller, Aug. 6, with a cargo of piling to be used in construction of harbor works there, is the first vessel to enter the port, which is under construction by the Dominion Government at the outlet of the Welland Ship Canal into Lake Ontario.

In addition to the vessels equipped with wireless telegraphy by the Marconi Wireless Telegraph Co. of Canada, as mentioned in our last issue, the steam tug Harrison, owned by J. Harrison and Sons, Owen Sound, and the steam tug Fischer, owned by the Reid Wrecking Co., Sarnia, have been equipped.

The Marine Department has given notice that the new gas lighted beacon at the outer end of the west pier at Cobourg will be placed in operation Sept. 1. It is an occulting white light, placed 20 ft. back from the outer end of the pier, and elevated 40 ft. It will be visible for 11 miles from all points of approach.

Toronto, Hamilton and Buffalo Ry. representatives waited on the Minister of Public Works at Ottawa, Aug. 12, to urge the development of Port Maitland as a lake port. The company proposes to operate car ferries and ore vessels between Port Maitland and Erie, Pa. An expenditure of \$20,000 on the port for the current year was asked.

The Port Severn locks at the Georgian Bay end of the Trent Valley canal, were opened for traffic July 26. The Trent Valley canal has been in progress for many years, and as stated at the opening, it is expected that it will be completed in a year or two. The canal will be 222 miles long, the highest point being Lake Simcoe. From Georgian Bay, the rise is 318 ft., and from Lake Ontario 470 ft.

The United States s. s. W. H. Wolf has been libelled at Detroit, Mich., by the Cleveland Grain Co., on a claim for damages of \$34,274 for a cargo of oats from Fort William, which it is alleged was damaged through the vessel springing a leak after striking the bank in the Livingstone Channel in Nov. 1913. It is stated that the steering gear was faulty and obsolete, and was the cause of the accident.

The Northern Navigation Co.'s steamships are now calling at Detroit and Windsor for passengers for the head of the lakes. It has not been decided whether this will be permanent or not. An announcement made by the President of the Windsor Board of Trade, states that the change will be of considerable benefit to that city, as well as to the company. It is not intended, as inti-