The Ontario and Quebec Navigation Co.'s steamboat Lloyd S. Porter, with a barge in tow, went ashore on Morgans point, about six miles west of Port Colborne, Oct. 13. The steamboat was released without damage, but the barge could not be removed, and she subsequently went to pieces.

The C.P.R. terminal elevator B, at Fort William, has been turned over to the Grain Growers' Association, who are now operating it, with the old staff. The elevator has a capacity of 2,500,000 bush. The Grain Growers' Association is expecting to secure control of other terminal elevators in the near future.

An Ottawa press dispatch of Oct. 14, states that it has been decided to have the steamboat Dollard, which is under construction for the St. Lawrence lighthouse service, at Kingston, Ont., equipped with an oil fuel burning apparatus. This will be the first vessel in the government service to be so equipped.

S. Brisbane, who has been chief engineer on vessels of the Northern Navigation Co., for several years, and since the construction of the Hamonic, in charge as chief engineer on her, has been appointed shore engineer, and will spend most of the winter at Port Arthur overlooking the building of the company's new vessel there.

The U. S. steamboat Wm. C. Moreland, which sank in Lake Erie in 1910, and which was salved and taken to Sarnia, was recently towed to Windsor, where, after the stoppage of the pumps, she again sank. It is said that she will be permitted to lie where she is until a purchaser can be found for her engines, which are stated to be in good condition.

The Detroit and Cleveland Navigation Co. has signed a lease of the docks at Port Stanley, for one year, and it is stated that on the reopening of navigation in the spring, a daily steamboat service will be put on from Port Stanley. A clause has been inserted in the lease, providing for the purchase of the docks at the end of the year, under certain conditions.

A Fort William press dispatch states that as a result of a recent visit of Sir Rodolphe, President, and James Playfair, director, Richelieu and Ontario Navigation Co., to Fort William, it is likely that some developments will take place in local marine circles. It is stated that some land has been secured along the Kaministikwia river, which it is thought will be utilized for the company's purposes.

The channel between Wood Island and Wallace island, in the St. Lawrence river, has recently been improved by cutting off the north extreme of the islet and shoal north of Wallace island, and the south extremity of the shoal extending south from Wood island, including the most southerly rock. The channel can safely be used by upbound vessels provided they keep in mid channel, but down bound vessels should use the U.S. channel.

The U. S. Lake Survey reports the levels of the great lakes in feet above tidewater, for September, as follows:—Superior, 602.53; Michigan and Huron, 580.67; Erie, 572.48; Ontario, 246.38. As compared with the average September levels for the past ten years, Superior was 0.27 ft. below; Michigan and Huron, 0.19 ft. below; Erie, 0.70 ft. above, and Ontario, 0.36 ft. above. It was anticipated that during October Superior would remain stationary, while the other levels would fall 0.2 ft.

The Northern Navigation Co. intends making some considerable additions to its facilities at Point Edward, including the erection of a combined storehouse and cold storage plant, built of wood with concrete foundation. The building will be 90 by 60 ft. A laundry building of reinforced concrete to replace the present building at Sault Ste. Marie will also be erected, and the extension of the westbound dock and warehouse to double its present capacity will also be undertaken. The cost is estimated at $50,000.

The U. S. War Department received tenders, Oct. 31, for work on the St. Marys Falls canal, comprising the removal of timber work and all soft and broken rock along about 520 ft., on the south side of the canal, from near the east side of Magazine street, westward to the present concrete wall, and the building of a concrete wall on top of the rock. The estimated quantities cover 4,000 cub. yds. of excavation, 3,700 cub. yds. of concrete, exclusive of cement, 2,500 lin. ft. of drilling and grouting, 1,400 cub. yds. of backfilling, and about 4,400 barrels of cement.

The Toronto Ferry Co.'s ferry steamboat Kathleen was practically destroyed by fire, while in dry dock at Toronto, Oct. 12. The damage is estimated at $7,000, which is covered by insurance. L. Solman, Manager, is reported to have stated that it is highly improbable that she will be rebuilt. She was built at Toronto in 1886, and was the last of the vessels which the Toronto Ferry Co. took over from A. G. Tymon. She was screw driven by engine of 35 n.h.p. Her dimensions were, length 84 ft., breadth 18 ft.; depth 5.5 ft., tonnage 110 gross, 72 register.

The buoys marking the east side of the deeper, or west, channel have been moved to the eastward of the Ballard reef channel in the Detroit river, to give a greater width to the channel. The two northerly gas buoys and the two intermediate spar buoys are moved to mark a line 50 ft. east of the former positions, and the south gas buoy is moved 150 ft. east of its former position. The width of the deep west channel is 350 ft. abreast of the area under improvement at its north end and 450 ft. at the south end abreast of the entrance to the Livingstone channel.

A considerable amount of dredging has been carried out in Fort William harbor during the present year. Since the opening of navigation, seven large dredges and three clam-shells have been working continuously, and it is estimated that between 30,000 and 40,000 cubic yards of solid earth have been dredged each day, in the deepening and widening of the channels. The McKellar river has been dredged its whole length and widened from 95 ft. to about 400 ft., and deepened to 25 ft. The Mission river has been widened from 300 ft. to 500 ft. throughout its length, and deepened to 30 ft. The Kaministikwia river has been widened by 100 ft. from the Mission turning basin to Thunder bay, and is now 500 ft. wide, with an average depth of 30 ft.

Manitoba, Saskatchewan and Alberta.

The steamboat Mount Cashel, owned by E. A. Moore, Winnipeg, was badly damaged by fire on the Red river, near the Main street bridge, Oct. 12. The whole of her upper portion was burned, the damage being estimated at $20,000, which is covered by insurance. She was built this year for pleasure service on the river and lake and had 78 staterooms. Her cost is said to have been about $180,000.

The Hyland Navigation and Trading Co.'s steamboat Winnitoba, was destroyed by fire, at Winnipeg, Sept. 29. She was built at St. Boniface in 1909, and was paddle wheel driven with engine of 21 n.h.p. Her dimensions were, length 170 ft., breadth 28.5 ft., depth 7 ft.; tonnage, 883 gross, 556 register. J. L. Hyland, President, is reported to have stated, Oct. 3, that nothing definite had been settled about building another vessel to replace her, but it was probable that one would be built, to be ready for service about next June.

A Winnipeg press report states that a proposition is under consideration to connect Portage la Prairie with Lake Winnipeg, and says that at a comparatively small outlay, the town could be connected by waterways with the North Saskatchewan river. A 2½ mile channel through Meadow portage would connect Lakes Manitoba and Winnipegosis, and the deepening of a similar channel, which has during high water periods been navigated by Hudson's Bay Co.'s vessels, would connect Lake Winnipegosis with Cedar lake, which is an extension of the North Saskatchewan river, above Grand Rapids. A canal from Delta to Portage creek would complete steamboat navigation to Edmonton.

British Columbia and Pacific Coast Marine.

The G.T. Pacific Coast Steamships Co.'s s.s. Prince George will be withdrawn from the service between Victoria, Prince Rupert and Stewart, Nov 1, and placed in the dry dock at Esquimalt for general overhauling and repairs. On the completion of these, she will take the place of the s.s. Prince Rupert, which will be similarly overhauled.

The city of New Westminster is applying to the Dominion parliament for an act providing for the future management of the port of New Westminster, the tidal waters of the Fraser river, and all the water front property along them and adjacent waters, and to constitute the New Westminster Harbor Commission.

The Coquitlam Shipbuilding and Marine Railway Co., recently incorporated with $500,000 capital and office at Vancouver, B. C., is reported to have begun the erection of buildings near the junction of the Pitt and Fraser rivers, at Coquitlam, where a general shipbuilding business will be engaged in when the plant is completed. L. D. Shaffner, Bridgeton, N.S., is chiefly interested in the project.

The municipalities of Richmond, South Vancouver, Burnaby and Point Grey are applying to the Dominion parliament for an act constituting the waters of the north arm of the Fraser river, lying west of the westerly limits of New Westminster, together with all the branches and arms, to lines drawn across the points of land forming the mouths of the outlets of the north arm, and branches emptying into the Gulf of Georgia, with the waters of the Gulf of Georgia, adjacent thereto and known as Sturgeon bank, as a harbor under the name of North Fraser harbor, to provide for the management of the harbor, the appointment of the North Fraser Harbor Commission and defining its powers.

Largest Freighters in the World.—The largest vessels in the world designed for carrying freight exclusively are the Col. James M. Schoonmaker and the William T. Snyder, Jr., built for operation on the Great Lakes. They measure over all 617 ft., molded beam 64 ft., molded depth 33 ft., with a deadweight carrying capacity at 20 ft. draught of 13,200 tons. They carry water ballast in side tanks and in a double bottom which is 6 ft. deep. The total water ballast capacity is 9,440 tons. Each vessel is equipped with a quadruple expansion engine of vertical inverted type with an estimated horse power at 90 revolutions per minute of 2,600.