

to be built in Toronto Bay, from the eastern extremity of the old western channel to a point about 450 ft. east of Spadina Ave.

The Toronto Ferry Co. has equipped its ferry vessels with life saving floats, each 15 ft. long by 2 ft. wide by 15 ins. high, with accommodation for 16 persons. The casing of the float contains three air tight compartments. These are additional to the full equipment of lifebelts with which all vessels are equipped.

The Detroit and Windsor Ferry Co. has submitted to the Dominion Government plans for the construction of docks at the foot of Ouellette and Ferry Aves., Windsor, at an estimated cost of between \$125,000 and \$150,000. It is stated that work will be commenced about the beginning of July if the plans are passed.

The Toronto Harbor Commissioners, in conjunction with the city council, are considering the establishment of coal handling facilities in the harbor. During June, J. Laxton, one of the commissioners, and E. L. Cousins, Harbor Engineer, accompanied by the Mayor and Works Commissioner, visited a number of ports in the U.S. equipped with coal handling plants.

The Toronto, Hamilton & Buffalo Ry. has purchased a ferry steamship from the Great Lakes Engineering Works, Detroit, Mich., for operation between Port Maitland, Ont., and Ashtabula, Ohio. A ferry slip and dock is to be built on the Grand River at Port Maitland. It is expected that the service will be commenced in August.

The United States Lake Survey reports the levels of the Great Lakes in feet above tidewater for May as follows: Superior, 603; Michigan and Huron, 580.49; Erie, 572.87; and Ontario, 247.13. Compared with the average May levels for the past ten years, Superior was 1.14 ft. above; Michigan and Huron 0.08 ft. below; Erie, 0.14 ft. above, and Ontario 0.33 ft. above.

It is reported that the whole of the stock of the St. Lawrence and Chicago Steam Navigation Co. has been handed in under the agreement by which Canada Steamship Lines, Ltd., acquires it at 185, with the exception of three shares held in Dublin, Ireland. The final clearing up of the whole stock is therefore a little delayed, owing to the disturbances there, during which the post office was held by some of the rebels.

### Manitoba, Saskatchewan and Alberta.

The Peace River Tramway & Navigation Co.'s s.s. D. A. Thomas, which, it was expected, would be launched about the end of May, as mentioned in our last issue, was launched at Peace River Crossing, Alta, June 6. She will ply on the Peace River from Hudson's Hope to Fort Vermilion, about 600 miles. The hull is of British Columbia fir, cedar and pine, and she is equipped with engine of 800 h.p. Oil tanks have been installed, so that liquid fuel may be used.

### British Columbia and Pacific Coast.

The Alberta Pacific Elevator Co. is stated to be arranging for the reconstruction of its elevator at Vancouver, which was burned at the end of May.

Side Streams Navigation Co., which operates the s.s. Vidette, from Dawson, Yukon, has appointed W. Bailey, captain, and G. W. Watenbaugh, chief engineer, for this season.

Navigation on the Yukon River opened early in June, the first steamboats from White Horse for through trips sailing on June 5, the Yukon for Fairbanks, Alaska and the Casca for Dawson.

The Union Steamship Co. is reported to have purchased the s.s. British Columbia from the Coast Steamship Co., for operation in the coast freight trade. Her dimensions are, length 170.7 ft., breadth 21.7 ft., depth 10.5 ft.

The Imperial Oil Co. has built a wharf in Victoria harbor, extending 150 ft. from the shore. It is L shaped, 50 ft. long by 40 ft. wide, and there is a depth of 20 ft. of water at the end. The chief object is the supply of fuel oil to vessels.

Western Shipping Co., Ltd., has been incorporated under the B.C. Companies Act, with \$40,000 authorized capital and office at Victoria, to build, own and operate steam and other vessels and to carry on a general navigation and trading business.

D'Alton C. Coleman, Assistant General Manager, Western Lines, C.P.R., is credited with the statement that the company has under consideration the building of a new dock of the same type as pier A, at Vancouver, and that a decision will be made shortly so that construction may proceed.

The Marine Department received tenders recently for the construction of a lighthouse tower, fog alarm building and dwelling combined, at Triple Island, Brown Passage, the main entrance to Prince Rupert harbor from the open sea, to replace the old gas beacon at that point.

The C.P.R. s.s. Princess Charlotte has been equipped with a supply of buoyant rafts, each capable of carrying 26 persons. They are so arranged on the vessel that they will float off in case the vessel became submerged. By adopting this additional life saving equipment the vessel will be able to carry 1,000 passengers.

A press report from Victoria states that a syndicate headed by M. P. Cotton of Vancouver is negotiating for the lease of the G.T.P.R. dry dock completed recently at Prince Rupert for building of freight steamships. It is stated that possibly steel vessels will be built there, and that the syndicate is applying to the Government for assistance in building four such vessels of about 5,000 tons each.

The Grand Trunk Pacific Coast Steamship Co.'s s.s. Prince John was taken from the Alaska route June 13 and placed on the run from Vancouver and way ports to Prince Rupert and Queen Charlotte Islands, replacing the s.s. Prince Albert, which has been utilized for miscellaneous freighting purposes. The s.s. Prince Rupert was taken off her route between Seattle, Prince Rupert and Alaska June 5 for general overhaul at Victoria, the s.s. Prince George taking her place. The Prince Rupert was replaced in service June 13.

The Cameron & Genoa Mills Shipbuilders Ltd. is the name of a company which, it is reported, is commencing the construction of two shipways on the west side of the inner harbor at Victoria, south of the Point Ellice bridge. The interests comprising the company are associated with the Cameron Lumber Co. and the Genia Bay Lumber Co., and it is stated that they have secured a lease of land formerly a part of the Songhees Indian Reserve. Wooden ships with capacity for about 1,500,000 ft. of lumber are to be built.

An application has been made in B.C. courts for a winding up order against the

Dominion Shipbuilding, Engineering & Drydock Co., on the ground that it is insolvent and unable to meet its accounts, and an order is also asked for an enquiry into the condition of the company's affairs, the actions of its directors and the disposal of its assets. The company was incorporated in 1914 with an authorized capital of \$5,000,000. Among those interested in the company are Capt. H. Mowat, formerly Marine Superintendent, C.P.R., and F. F. Busted, formerly Engineer in charge of second tracking, Kamloops, B.C.

### Water Pollution on the Great Lakes.—

At a meeting of the International Joint Waterways Commission at Detroit, Mich., June 26, a report was made by the commissions' engineers on the pollution of the Great Lakes, with special reference to navigation, and a general discussion of the subject took place. Before any definite conclusion as to methods of dealing with it are reached the fullest consideration of the whole subject will be given and tests of proposed appliances made, more particularly as the larger problem requiring immediate solution is one with relation to land drainage from the various municipalities bordering on the lakes. Representatives of the Dominion Marine Association were present and took part in the discussion.

**Claims re s.s. Empress of Ireland Disaster.**—The Registrar of the Admiralty Court made his final award, at Montreal, June 2, re claims arising out of the sinking of the C.P.R. s.s. Empress of Ireland by the s.s. Storstad in the St. Lawrence River about two years ago. The claims totalled \$3,069,482, and the amount available to meet them was \$182,242, which was received from the sale of the s.s. Storstad. The costs were \$28,140, leaving \$154,202 for distribution amongst claimants, as follows: C.P.R., \$43,974; relatives of victims, \$110,128, in individual amounts from \$8,000 to \$3,000. All claims for personal loss were dismissed.

**Discrepancies in Outturns of Grain Cargoes.**—The Board of Grain Commissioners has again adopted for the current year the rules and regulations which were passed last year under the authority of the Dominion Parliament for the purpose of disposing of discrepancies and disputes in the outturn weights of grain cargoes. This renewal is in accordance with the Dominion Marine Association's recommendation, agreed to by the elevators, and discussed at a conference with the Commission at Montreal recently.

A combine of certain shipping and colliery interests, with a nominal capital of £100,000,000, is reported to have been completed in England, chiefly with the view of arranging mutual service and facilities, in order to make use of the maximum power of shipping and coal for the benefit of international customers at the close of the war.

The permitted draught of water through the Welland Canal has been increased from 14 ft. to 14 ft. 4 ins., in view of the present high levels. A similar increase has been asked for by the Dominion Marine Association for the St. Lawrence Canals, and the Marine Department has the matter under consideration.

The Great Lakes Transit Corporation, which was incorporated in the United States recent, to take over and operate a number of the lake steamships formerly owned by railway companies, which had been ordered to relinquish their interest in them, has filed its schedules of freight rates.