

by the Gaspé and Baie des Chaleurs Steamship Co., Quebec, for a subsidy of \$8,500.

In response to questions in the House of Commons recently, it was stated that the harbor master at Quebec, Capt. J. Murray, was, prior to his appointment, master of the C.P.R. s.s. *Empress of Britain*, and he was selected for the position by reason of the special qualifications he was known to possess, and was appointed at the time extensive works were authorized in connection with the new organization of the Harbor Commission. His salary is \$3,500 a year, and that of his predecessor was \$1,750.

Ontario and the Great Lakes.

The name of the steamship *Harvey H.*, owned by Canadian Stewart Co., Toronto, has been changed to *Henriette Stewart*.

Canada Steamship Lines s.s. *W. Grant Morden*, which grounded near Sault Ste. Marie, May 18, was released, May 20, undamaged, and proceeded to Lake Erie.

The Northern Navigation Co. has placed in service at its freight sheds at Sarnia a number of electric storage battery trucks for handling freight to and from the sheds and vessels.

The s.s. *Rochester*, which is being operated by the Northern Navigation Co., this year, will be on the route between Cleveland, Ohio, and Sault Ste. Marie, calling at Sarnia and Georgian Bay ports.

The s.s. *Forest City*, which has been running between Port Arthur and Fort William and Silver Islet for several years, is reported to be for sale, and it is expected that she will leave that district.

The U. S. Lake Survey has issued a notice advising vessels to keep to the northerly side of the wrecked s.s. *John Plankinton* in the Canadian side of the channel in the Detroit River, opposite the foot of Fifth St., Detroit.

The tug *Frances B. Hackett*, owned by the Hackett Towing & Wrecking Co., Amherstburg, Ont., and Detroit, Mich., has been sold to E. P. Morse, Jr., Brooklyn, N.Y., who is believed to have made the purchase on behalf of the U.S. Government.

The A. B. Mackay Steamship Co.'s s.s. *Natironco*, which ran aground on Charity shoal, about 20 miles west of Kingston, May 16, was released on the following day, leaking somewhat, and proceeded west to be docked for examination and repairs.

The Pittsburg Steamship Co.'s s.s. *Pentecost Mitchell* and the s.s. *Saxona* owned by G. A. Tomlinson, Duluth, Minn., collided, bows on, near Watson's reef, Detour, Mich., May 13, and both sank. The crews took to the boats and reached shore safely. The vessels lie in the channel in a northeasterly direction, but there is sufficient room on either side for vessels to pass.

The U.S. Lake Survey reports the levels of the Great Lakes in feet above mean sea level for April, as follows: Superior, 602.28; Michigan and Huron 580.78; St. Clair 575.21; Erie 572.57; Ontario 246.24. Compared with the average April levels for the past ten years, Superior 0.72 ft. above; Michigan and Huron 0.63 ft. above; Erie 0.16 ft. above, and Ontario 0.14 ft. below.

The Great Lakes Transportation Co., Midland, Ont., has two steamships under construction by the Port Arthur Shipbuilding Co., Port Arthur, Ont. They are full canal size, 261 ft. long, 43½ ft. beam

and 28 ft. 2 in. deep, 4,200 tons deadweight capacity. In addition to these, the company has on hand the construction of 5 canal size steamships, 3,500 tons deadweight capacity, and 6 smaller vessels.

The s.s. *Keystorm*, which was wrecked and sunk in Chippewa Bay, near Brockville, in 1913, is reported to have been sold by Lloyd's underwriters to James Richardson & Son, Kingston, for \$7,500, as she lies. Some attempts have been made to raise her, but without success. It is now stated that arrangements are being made for her salvage, and that it is expected she will be raised during this summer. The wreck lies with her stern in about 110 ft. of water and her bows under about 35 ft. Owing to the present high price of vessels, due to shortage, it is considered a good proposition to spend a considerable sum on the work.

The steamships *Congercoal* and *Lloyd S. Porter* were destroyed by fire, May 10, while lying alongside each other at North Fairhaven, N.Y. Both vessels were engaged in the coal trade. The *Congercoal* was owned by the Conger Lehigh Coal Co., Toronto, and was built at Mount Clemens, Mich., in 1882, and named A. Weston. Her dimensions were, length 162 ft., breadth 31.3 ft., depth 13 ft.; tonnage, 276 gross, 333 register, and she was equipped with engine of 48 n.h.p. driving a screw. The *Lloyd S. Porter* was built at Port Huron, Mich., in 1893. Her dimensions were, length 158.7 ft., breadth 29.5 ft., depth 10 ft.; tonnage, 489 gross, 397 register, and she was equipped with engine of 43 n.h.p. driving a screw.

The U.S. Lighthouse Bureau has marked with two red spars, carrying red lights at night, the channel bank of Pipe Island, opposite and above the wrecks of the steamships *Pentecost Mitchell* and *Saxona*, in the St. Marys River. The stacks and spars of the wrecks are visible above water, and are marked at night by lights maintained by the owners. The available channel between the wrecks and Pipe Island Bank has a clear width of 500 ft. of which about 400 ft. is on the easterly side and 100 ft. on the westerly side of the chart vessel course. Vessels are warned not to meet or pass each other in the immediate vicinity of the wrecks. The tug *Minta K.* has been placed to oversee the passage of vessels in accordance with the rules and masters are requested to co-operate in keeping the channel clear.

Masters and Mates Certificates and Returned Soldiers.—The Governor General in council has amended the scale of fees as previously adopted to provide that in the case of a returned soldier from active service at the front, or in the case of a soldier who has been honorably discharged and returned as medically unfit for service at the front, proof of which shall lie with the candidate, the fee for a master's or a mate's certificate of any grade shall be \$1.

Levis Dry Dock.—Work on the construction of the graving dock at Lauzon, Levis, Que., is reported to be progressing satisfactorily. It is stated that the excavation will be completed this year, with most of the concreting. When completed, this dock will be of the following dimensions: Length, clear, 1,150 ft.; width, 120 ft.; maximum depth, 45 ft., making it the largest dry dock in the world. It will be 10 ft. deeper than the next largest at Boston, Mass., and 130 ft. longer than the Gladstone Dock at Liverpool, Eng., which, however, is 1 ft. deeper.

Manitoba, Saskatchewan and Alberta.

The Ross Navigation Co. is building a stern wheel vessel at Pas, Man., and it is expected that it will be ready for operation early in the summer.

The s.s. *Keenora*, at one time owned by the Rainy River Navigation Co., Fort William, Ont., and latterly by the Rat Portage Lumber Co., Kenora, Ont., and, as announced in our March issue, sold to Alex. Mackenzie, Winnipeg, has been thoroughly overhauled and lengthened 50 ft. She is being operated in excursion traffic on the Red River. She was built at Kenora, Ont., in 1897, and is screw driven by engine of 38 n.h.p. When she was last sold she was dismantled at Kenora and reassembled at Winnipeg.

British Columbia and Pacific Coast.

Navigation on the Yukon River opened May 15, being the latest since 1899, when it did not open until May 17.

A general meeting of the Alberni Canal Transportation Co., Ltd., was held at Victoria, May 12, to receive and dispose of the liquidator's report covering the winding up of the company's affairs.

The Hudson Bay Co. is operating a gasoline motor boat, this year, on the Stikine River, between Telegraph Creek, B.C., and Wrangell, Alaska. The service commenced May 10, the fare being \$10 each way, meals 50c each.

The Grand Trunk Pacific Coast Steamship Co. is allowing passengers on its steamships to occupy parlor rooms on board, while the vessels remain in port at Skagway, Alaska, for a charge of \$4 a room with bath, for one or two persons, and \$3 without bath.

The s.s. *Quadra*, formerly owned by the Dominion Government, and operated as a lighthouse and buoy tender on the British Columbia coast, and which was sold recently, after being sunk in collision, to a mining company at Howe Sound, is having oil burning apparatus installed at Vancouver.

The Grand Trunk Pacific Coast Steamship Co. will commence its summer Alaska service June 11, with the sailing of the s.s. *Prince George* from Seattle, Wash., calling at Vancouver, Prince Rupert, Ketchikan, Wrangell, Juneau and Skagway. The service will be given weekly to Aug. 27, by the steamships *Prince George* and *Prince Rupert*.

The New England Fish Co. has put into service the s.s. *Canada*, which it purchased from the British Columbia Fisheries, Ltd., when that company was wound up about two years ago. The vessel has been thoroughly overhauled and remodelled. The s.s. *Imbricaria*, purchased at the same time, is now being overhauled, and is expected to be ready for service towards the end of June.

The C.P.R. has purchased the car barge *D. L. Co. XXIV*, with triple tracks, capable of handling nine cars, from the Drummond Lighterage Co., Seattle, Wash. The barge is 140 ft. long, with 42 ft. beam, and has been used by the Chicago, Milwaukee & Puget Sound Ry. for transportation on Puget Sound. The barge has been transferred to the Canadian register and renamed *Transfer No. 6*.

The Grand Trunk Pacific Coast Steamship Co.'s s.s. *Prince Rupert*, which stranded on the west coast of Genn