

100 A1 at Lloyd's, and are of the following dimensions, length 100 ft. 2 ins., breadth 23 ft. 1 in., depth 12ft.

Capt. L. A. Demers, harbor master, Montreal, is reported to have resigned, May 20, and to have stated that at his own request he will be appointed Wreck Commissioner, succeeding Commander H. St. G. Lindsay, the resignation of the position of harbor master being conditional on the other appointment. Press reports state that Capt. Bourassa will be appointed harbor master, vice Capt. Demers.

Montreal Vessel Agency, Ltd., has been incorporated under the Quebec Companies Act, with \$5,000 capital and office at Montreal, to contract for the loading and unloading of vessels and carry on a general stevedoring business, and to act as brokers for the buying, selling and chartering of vessels, insurance on vessels and cargoes, etc. The incorporators are, C. M. Cotton, F. T. Enright, A. G. F. Ross, H. Woodcock and E. W. Westover, Montreal.

### Ontario and the Great Lakes.

The Farrar Transportation Co. has removed its head office from Collingwood, Ont., to 107 Mail Bldg., Toronto.

The Marine Department has placed a gas buoy near the wrecked steamboat City of London, northward of the lighthouse in Pelee Passage, Lake Erie.

The Lake Coast Trading Co., Fort William, is reported to be securing estimates for the building of a dock at Silver Islet, a summer resort in the neighborhood.

H. C. Chappell, an inspector on the Northern Navigation Co.'s s.s. Huronic, died on board the vessel at Fort William, May 3, from a wound believed to be self inflicted.

A wrecking party left Sarnia recently to undertake the salvage of the s.s. Turret Chief, which ran on the rocks in Copper Harbor, Lake Superior, during last November's storm.

Dredging operations were recommenced in the Kaministiquia, McKellar and Mission Rivers, at Fort William, five dredges being engaged, and it is expected that three additional ones will be placed on the work early in June.

We are officially advised that there is no truth whatever in the press reports that Canadian Vickers, Ltd., are about to take over the Kingston Shipbuilding Co., and to establish a branch shipbuilding yard at Fort William.

The Lake Superior Dry Dock and Shipbuilding Co. has been granted an extension of time, to June 30, for the commencement of construction of the projected dry dock, etc., at Sault Ste. Marie. The time fixed by the agreement was May 15, and a deposit was made in a local bank as a guarantee of good faith.

The Northern Navigation Co.'s s.s. Noronic is announced to sail from Sarnia, June 3, on her maiden trip to Fort William. She was built at Port Arthur, last year, and came down to Sarnia before the close of navigation, for furnishing and finishing touches. Montreal papers state that she was built at Collingwood, which is incorrect.

The Reid Wrecking Co., Sarnia, which bought, and salvaged the wrecked s.s. I. W. Nicholas, formerly owned by the Nicholas Transportation Co., Cleveland, Ohio, has completely overhauled her, and reduced her to Welland Canal size. She was one of the vessels which ran ashore during the Great Lakes storm of last November.

A bylaw is being prepared at Owen Sound, for submission to the ratepayers,

June 6, to grant \$10,000 a year for 20 years for the construction of a dry dock and shipbuilding plant, to cost about \$1,500,000, and which will give employment to not less than 200 men for at least 11 months of each year.

The s.s. Sindbad, owned by F. E. Hall and Co., Montreal, which has been maintained on the British register for some time, has been transferred to the Canadian register. She was built at Scotswood, Eng., in 1883, and is screw driven by engine of 99 n. h. p. Her dimensions are length, 216.2 ft., breadth 31.2 ft., depth 13.5 ft.; tonnage, 897 gross, 539 register.

The Port Colborne Tug Co., Ltd., has been incorporated under the Ontario Companies Act, with \$40,000 capital and offices at Port Colborne, to own and operate steam tugs, barges and other vessels, and to carry on a general towing and wrecking business. The incorporators are, T., and A. Lannan, Port Colborne; J. D., J. H. and T. E. McGrath, Port Dalhousie.

Polson Dry Dock and Shipbuilding Co., Ltd., has been incorporated under the Dominion Companies Act, with \$2,000,000 capital and office at Toronto, to carry on the business of engineers, dredgers, contractors for the construction of public and private works, ship owners, etc., and to build, own and operate all classes of vessels, dry docks, harbors, wharves, etc.

For the protection of small local tugs, etc., a basin has been dredged to 10 ft. below standard low water, or to smooth limestone rock in the dock, between the Government wharf at Hilton, and the lumber wharf immediately east of it, for an area of about 180 sq. ft. A channel has also been dredged in to the mouth of the Walker River, in the St. Joseph channel, about 40 ft. wide and 6 ft. below standard low water.

The Northern Navigation Co., and the G.T.R., united in inviting a number of transportation men and press representatives, for a short trip on the s.s. Noronic, on her maiden voyage, at the end of May. The main members of the party left Montreal, May 29, and embarked at Sarnia, May 30, going by water to Detroit, Cleveland and Windsor, where they took the train for Montreal, arriving there, June 1.

Great Manitou Park Co., Ltd., has been incorporated under the Ontario Companies Act, to acquire Grand Manitou Island in Lake

Nipissing, and carry on a general hotel business there, and in connection therewith, to own and operate steam and other vessels. G. Gordon, H. W. Angus, J. T. Lindsay, J. McClusky and F. A. York, North Bay, are the provisional directors.

The U. S. Lake Survey reports the levels of the Great Lakes in feet above tidewater, for April, as follows: Superior 601.83; Michigan and Huron 580.06; Erie 572.10; Ontario 246.75. As compared with the average April levels for the past ten years, Superior was 0.16 ft. above; Michigan and Huron 0.39 ft. below; Erie 0.42 ft. below, and Ontario 0.25 ft. above. It was anticipated that during May, Superior, Michigan and Huron, and Erie would rise about 0.3 ft., and Ontario 0.5 ft.

Buoys have been established by the Marine Department in Whitby harbor and at its entrance, marking the channel which was dredged by the Public Works Department, during 1913. The dredged portion lies between the east and west piers, where there is a depth of 16 ft., for a width of 120 ft., running northward for 600 ft. from the outward end of the angle of the west pier, and also southward for 600 ft. from the outer end of the west pier, 140 ft. wide and 16 ft. deep.

The Great Lakes Transportation Co., the incorporation of which was mentioned with detail in our last issue, has transferred three of the vessels it recently acquired in the United States, to the Canadian register. The steamships Minnetonka and Minnekahta, which were purchased from the Chicago and Duluth Transportation Co., have been transferred as Glenfinnan and Minnekahta, respectively, and the Wawatam, purchased from the Pittsburgh Steamship Co., has had her name changed to Glenlivet. Since the transfer, the name of the Minnekahta has been changed to Glenlyon. The port of registry in each case is Midland.

At the International Conference on City Planning, at Toronto, May 25 to 27, R. S. Gourlay, the city's Board of Trade representative on the Toronto Harbor Commission, gave an address on water front development. Special emphasis was laid on the various works now in progress along the water front, involving the filling in of Ashbridge's Bay and the establishment of a model industrial district there, first class railway and lake transport facilities, the

### Sault Ste. Marie Canals Traffic.

The following commerce passed through the Sault Ste. Marie Canals during April.

ARTICLES		CANADIAN CANAL	U. S. CANAL	TOTAL
Copper.....Eastbound	Short tons		874	874
Grain....."	Bushels	2,071,013	2,285,161	5,257,074
Building stone....."	Short tons			
Flour....."	Barrels	40,180	174,170	214,350
Iron ore....."	Short tons	21,063	8,960	30,023
Pig iron....."	"			
Lumber....."	M. ft. b.m.	1,340	522	1,862
Silver ore....."	Short tons			
Wheat....."	Bushels	7,532,526	584,500	8,147,026
General merchandise....."	Short tons	3,050	1,174	4,254
Passengers....."	Number	10	2	12
Coal, hard.....Westbound	Short tons	15,314	23,930	39,244
Coal, soft....."	"	92,307	196,269	288,575
Flour....."	Barrels			
Grain....."	Bushels			
Manufactured iron....."	Short tons	2,800	11,754	14,554
Iron ore....."	"			
Salt....."	Barrels	4,025	32,190	36,214
General merchandise....."	Short tons	7,318	13,420	20,738
Passengers....."	Number	41	18	59
Summary.				
Vessel passages.....	Number	175	188	363
Registered tonnage.....	Net	323,968	267,570	591,538
Freight—Eastbound.....	Short tons	318,868	87,136	406,003
"—Westbound....."	"	118,314	250,203	368,517
Total freight.....	"	437,182	337,338	774,520