

is building at Quebec are approaching completion, and it is reported that they, together with the necessary tracks for their operation will be ready for service by March, 1915. The inner shed for incoming freight is 600 by 50 ft., and the outer shed for outgoing freight is 400 by 30 ft., both being of reinforced concrete construction.

The Montreal Harbor Commissioners will, it is announced, commence work on the erection of its additional grain elevator, early in the spring. In the meantime such work as is necessary to prepare for the construction, such as the diversion of the Elgin basin sewer, demolition of old buildings on the site, and certain excavations, will proceed. The elevator will cost approximately \$800,000.

It is reported that the keel of the Dominion Government icebreaker for the St. Lawrence River service is being laid at the Canadian Vickers plant at Maisonneuve. The plant was expected to be completed by the end of November. The shipbuilding shed, which is finished, is 300 ft. long, and there the icebreaker will be built. It is anticipated that she will be ready for service by June, 1915, the work proceeding right through the winter. It is said that the greater part of the vessel's machinery is being made at the company's English plant, and that it will be shipped to Canada ready for placing in the hull, when the latter is ready for launching.

Canada Steamship Lines s.s. Louis Philippe, of which some particulars were given in our last issue, was delivered to the company by the builders, Oct. 20. She is intended for the Montreal and Longueuil ferry service, and will be placed on the route as soon as the dredging on the Longueuil side of the river is finished. She is equipped with fore and aft compound engines, supplied with steam by one boiler 12½ by 12½ ft., fitted with 3 furnaces, and working at 125 lbs. pressure. Her dimensions are, length over all 169½ ft., length over stem and stern posts 157 ft., beam extreme over wales 43 ft. 2½ ins., beam moulded on frame 37 ft., depth moulded at side 12¼ ft.

A series of trials in the loading and unloading of the N.T.R. car ferry Leonard, was made at Quebec at the end of October. The vessel was taken from Pointe a Carcey wharf, where she has been moored since her arrival from England, to the new wharf at Lampsons Cove. At this point railway tracks had been laid, and cars loaded with stone, etc., were run on to the ferry and removed again. The test was made with 21 cars placed on the three tracks on the railway deck, these with their contents weighing about 1,250 tons. As the wharf on the south side of the river at Windsor Cove was not finished, the ferry was not taken across the river, but after being unloaded she returned to the Louise Basin. It was anticipated that the accommodation on both sides of the river would be completed and the ferry placed in service towards the end of November.

### Ontario and the Great Lakes.

The Toronto Harbor Commission will, it is reported, build a large restaurant at Sunnyside in the spring, and operate a boat hiring business in connection.

A steel steam tug, 75 ft. long, for use on the Toronto harbor development, was launched from the Thor Iron Works, Toronto, early in November.

Lightship 96, a steel vessel, is being fitted out at Detroit, Mich., to take the place of the old wooden lightship on the Corsica shoal at the south end of Lake Huron.

The Dominion Marine Department has

awarded a contract for the construction of a lighthouse at the entrance to the Livingstone Channel in the Detroit River, to A. T. C. McMaster, Toronto, for \$14,500.

Canada Steamship Lines s.s. W. Grant Morden touched bottom in the St. Clair River, Nov. 4, in the middle ground between Sarnia and Port Huron. This was the second grounding by the same vessel in the river on the same trip. The damage was stated to be inconsiderable.

A press dispatch from Sarnia states that owners of various wrecks in Sarnia Bay have been notified by the Government that they must at once remove them, so that work may be started on the harbor works. It is stated that there are wrecks of five sailing vessels and one steamship in the way.

The Reid Wrecking Co.'s s.s. Colonial was driven ashore near Pardoville, while en route from Oswego to Milwaukee with coal, Nov. 12. It was reported, Nov. 16, that the heavy weather of the preceding two days had broken her up considerably and that she was a total loss.

The steamboat Manitoba, which has recently been operated between Lindsay and Sturgeon Point, is reported to have been sold to the Stoney Lake Navigation Co., and it is stated that she will be run, next season, between Peterborough and Stoney Lake points by way of the Trent Valley canal, in conjunction with the steamboats Empress, Islanda and Stoney Lake.

The St. Clair Conservation Co., Ltd., has been incorporated under the Ontario Companies Act, with an authorized capital of \$300,000 and office at Sarnia, to own and operate pleasure grounds, hotels, etc., and in connection therewith to own and operate steam and other vessels, with the necessary wharves, docks and terminal facilities. The provisional directors are:—C. A. White, J. T. Fuller and S. Cowan, Sarnia.

The United States Lake Survey reports the levels of the Great Lakes in feet above tidewater for October, as follows:—Superior 602.75; Michigan and Huron 580.28; Erie 572.10; Ontario 245.59. As compared with the October levels for the past ten years, Superior was 0.03 ft. above; Michigan and Huron 0.38 ft. below; Erie 0.08 ft. below, and Ontario 0.41 ft. below. It was anticipated that during November, Superior would drop 0.2 ft., and Michigan, Huron, Erie and Ontario 0.3 ft.

J. W. Norcross, General Manager, Canada Steamship Lines, is reported to have stated in an interview in Montreal recently that the company's earnings during the past few months were better than anticipated. Any forecasts for the future were, however, impossible owing to the general conditions prevailing. He considered that there was a possibility of a good portion of the crop remaining in the west until the spring, in which case the lake steamships would reap considerable benefit.

At a meeting of the joint committee of the International Waterways Commission at Detroit, Mich., Nov. 11, the chief matter dealt with was the question of the pollution of the water in the Great Lakes, the responsibility for which is disputed by both the municipalities adjacent to the lakes, and by steamship owners, each blaming the other. The vessel owning interests claim that vessels do not to any considerable degree contribute to the water pollution, while the municipalities state that there is but one cause for the contamination at times, and that is the discharge of water from steamboats, and at Sault Ste Marie, when large numbers of vessels anchor for shelter during storms, etc., the pollution is claimed to be very noticeable.

The Bassett Steamship Co., Ltd., Toronto, a recently incorporated company, has purchased the s.s. Mariska from the Pittsburgh Steamship Co., Pittsburg, Pa., and has transferred her to the Canadian register. The s.s. Mariska was built at Cleveland, Ohio, in 1890. She is of steel with watertight double bottom for ballast, steel boiler house, three watertight bulkheads and two non watertight bulkheads, three cargo compartments with hatches spaced 24 ft. centres. Her dimensions are:—Length over all, 297 ft.; length between perpendiculars, 291 ft.; breadth moulded, 40 ft.; depth moulded, 22 ft.; tonnage, 2,325 gross, 1,835 register. She is equipped with triple expansion engines with cylinders 24½, 38 and 61 by 42 ins., with 1,200 i.h.p. at 80 r.p.m., supplied with steam by two Scotch boilers, 14 ft. diam. by 12½ ft. long, with 6 furnaces, 126 sq. ft. grate surface, 5,292 sq. ft. heating surface.

The Mayor of Owen Sound received a letter recently from F. F. Wood, the promoter of the dry dock and shipbuilding plant there, which stated that the plans for the dry dock were about to be filed with the Public Works Department at Ottawa, that the money necessary for the carrying on of the work had been secured, and that the people of Owen Sound might be assured that the dock will be built. He also stated that it was possible that something towards the securing of the site would be done during November. It is reported that representatives of some New York financiers have been in the neighborhood recently looking for a site for a dry dock, and making efforts to interest local capital in such a venture, but Mr. Wood states that they have nothing to do with the concern in which he is interested. There would thus appear to be two schemes before the people.

### Manitoba, Saskatchewan and Alberta.

The names of the steamboats Phyllis Williams and Rosamund Billet, registered at Winnipeg in the name of the Lake Winnipeg Shipping Co., have been changed to Limestone City and City of Winnipeg, respectively.

The season for navigation in Hudson Bay which was closed towards the end of October, is reported to have been without accident. In the previous year a number of accidents occurred, but since then the Marine Department has established a number of aids to navigation, which have rendered the route practicable and safe for traffic. Several vessels were on the route during the season taking cargo to Port Nelson up to September, and a large staff of men was employed, and will continue so during the winter, on the terminal work at Port Nelson.

### British Columbia and Pacific Coast Marine.

The Grand Trunk Pacific Coast Steamship Co. has moved its Seattle, Wash., office to 917 Second Ave.

The steamboat Helen M. Scanlon, registered at Vancouver, has had its name changed to Wm. H. Ladner.

A Vancouver press despatch states that the Boston-Pacific Steamship Co. will inaugurate a steamship line between Boston and Vancouver shortly.

The C.P.R. s.s. Princess Royal, which struck a rock in the Sabine Channel towards the end of October, was repaired at Victoria early in November. While she was undergoing repair the s.s. Princess Maquinna took her route.

The Dominion Government survey steamer Quadra has been completely overhauled at Esquimalt, the work covering the hull and