

The Department of Marine announces that on the opening of navigation, the Prince Shoal lightship no. 7, will be moored in a new position about a third of a mile northward of its old position, in the alignment of Pointe Noire range lights, 4.42 miles from Pointe Noire front range light, off the mouth of the Saguenay River in the St. Lawrence.

A London, Eng., cable dispatch states that judgment for £466, balance of contract price due for transporting an icebreaker from Smith's Dock on the River Tees to Quebec, has been given to Rea and Co. at Liverpool. The icebreaker was built for the Quebec Harbor Commissioners at a cost of £18,500, and Rea and Co. were given a subcontract to deliver it. The vessel was transported on the understanding that they would receive certain money retained by the Commissioners, but the latter refused to pay a total of £2,000 on account of claims for damages through delay. It was held that plaintiffs had been prevented from securing money on account of defendants' acts.

Ontario and the Great Lakes.

The steam tug Harrison, owned by John Harrison and Sons Co., Owen Sound, is being equipped with wireless telegraph by the Marconi Wireless Telegraph Co. of Canada.

The Goodrich Transit Co., Chicago, Ill., which operated the s.s. Arizona to Georgian Bay ports, last season, has announced that it has been found necessary to discontinue the service for the forthcoming season on account of the loss of one of its vessels.

The Cleveland and Buffalo Transit Co. announces that the same service will be operated during the coming season, as was run last year, between Cleveland, Ohio, and Port Stanley, Ont., the s.s. State of Ohio making the trip three times a week.

The Port Huron and Sarnia Ferry Co., it is reported, has been ordered to report and clear its vessels at Sarnia, each trip between Sarnia and Port Huron, on account of their now being operated as freight and passenger steamboats and not ferries.

It was announced at a meeting of the London, Ont., Board of Trade, recently, by Sir Adam Beck, that the Great Lakes Transportation Co., of which James Playfair is President, is planning the construction of a grain elevator at Port Stanley, to cost about \$700,000.

The Great Lakes Protective Association is taking steps to obtain a uniform rate for insuring vessels belonging to members of the association. The fact that all vessels in the association work under the same conditions will be brought to the attention of the underwriters.

J. Frater Taylor, President, Algoma Steel Corporation, in addressing the Sault Ste. Marie Board of Trade, Feb. 17, stated that he could see no reason why there should not be access for lake vessels to the ocean, by way of St. Lawrence, providing for ocean going steamships passing right up to Sault Ste. Marie.

It was announced at Detroit, Mich., recently, by C. F. Marvin, Chief of the U.S. Weather Bureau, that a naval wireless telegraph station will be built on Lake Michigan, near Chicago, during the year, to be used in dispatching storm warnings and general weather information to vessels on the Great Lakes.

Press reports state that about \$2,100,000 will be spent on harbor improvement works at Toronto during the current year. A considerable amount of work was done last year, and this will be continued. Some of this work is being carried out under the

Toronto Harbor Commissioners, and other portions by the Dominion Public Works Department.

The United States s.s. Tampa, which was sunk on the Canadian side of the St. Clair River, about 22 miles south of Sarnia, in 1911, was sold by auction at Sarnia, Feb. 2, for \$300. She was built at West Bay City, Mich., in 1890, and rebuilt in 1899. She is equipped with triple expansion engines, with cylinders 20, 32 and 54 x 42 ins., 1,000 i.h.p. at 76 r.p.m., supplied with steam by two Scotch boilers, 12 ft. long by 11 ft. diam. at 150 lbs.; tonnage, 1,972 gross, 1,632 register.

The U.S. Lake Survey reports the levels of the Great Lakes in feet above tide water for January, as follows: Superior, 601.81; Michigan and Huron, 579.44; Erie, 571.09; Ontario, 244.70. Compared with the average January levels for the past ten years, Superior was 0.22 ft. below; Michigan and Huron, 0.63 ft. below; Erie, 0.72 ft. below, and Ontario, 0.97 ft. below. It was anticipated that during February, Superior would drop 0.2 ft., Michigan and Huron would remain stationary, Erie would drop 0.1 ft., and Ontario rise 0.1 ft.

In a recent case against the Northern Navigation Co., for damages for the failure of the company to rescue a seaman who fell overboard through his own negligence whilst skylarking, it has been held that there is no legal obligation on a vessel owner under such conditions, on the ground that the voluntary action of the seaman in placing himself in a position of danger from which there was no escape except through the owner's intervention, could not create an obligation to stop the vessel or adopt other means to save him, and that no term was expressed or implied in the contract of hiring, that the owner should protect him from the consequences of his own negligence.

Under a deed of assignment for the benefit of the creditors of the Temiskaming Navigation Co., tenders are being received by Jas. Hardy, Toronto, for the purchase of the steamboats Meteor, Temiscamingue and Jubilee, the hull of the launch Kiask, 5 scows, and wharf properties on Lake Temiskaming, all the property of the Temiskaming Navigation Co., and the steamboat Silverland, the property of the Haileybury Navigation Co. The chief details of the steamboats are as follows: Meteor, built at Opemican, Que., in 1897; length, 130.5 ft.; breadth, 27 ft.; depth, 7.4 ft.; tonnage, 299 gross, 204 register; engines, 165 n.h.p. driving a screw. Temiscamingue, built at Timiskaming, Que., in 1898; length, 133 ft.; breadth, 22.5 ft.; depth, 6.5 ft.; tonnage, 295 gross, 213 register; engines 21 n.h.p. driving a screw. Jubilee, built at Kingston, Ont., in 1897; length, 84.2 ft.; breadth, 15.4 ft.; depth, 5 ft.; tonnage, 177 gross, 78 register; engine 10 n.h.p. driving a screw. Silverland, built at Haileybury, Ont., in 1909, length, 85.4 ft.; breadth 17 ft.; depth, 6.7 ft.; tonnage, 92 gross, 53 register; engine, 13 n.h.p. driving a screw.

Manitoba, Saskatchewan and Alberta.

The Canadian Hydrographic Survey has prepared charts of the Hudson Bay and Strait, and of the approaches to the Nelson River in Hudson Bay, copies of which may be had from the Department of Naval Service.

A site has been purchased for the construction of a dock at Winnipeg, and negotiations are in progress for another. It is expected that work on one of them, at least, will be proceeded with during this year. The Dominion Government appro-

priated \$200,000 last year for harbor work at Winnipeg and St. Boniface.

The shipping of goods to the Arctic circle has undergone many changes since the Hudson's Bay Co. commenced with dog teams and flat bottomed boats. Recent shipments from Edmonton, Alta., go by Edmonton, Dunvegan and British Columbia Ry. to McLennan, thence by the Canada Central Ry. to within 20 miles of the Peace River Crossing, to which latter point they are taken by teams, and loaded on a steamboat for shipment to the Chutes, and transhipped to another vessel which will take them to northern points along the Slave and Mackenzie Rivers.

British Columbia and Pacific Coast.

The Imperial Oil Co. has placed a contract locally for the construction of a creosoted pile wharf at Prince Rupert, between the dry dock wharf and Cameron Bay. It is stated that work will be commenced almost immediately.

The Achates Tow Boat Co., Ltd., has been incorporated under the British Columbia Companies Act, with \$30,000 capital and office at Vancouver, to build, own and operate steam and other vessels and to carry on a general tow boat business.

The Dominion Government fisheries cruiser Galiano, which stranded near Esquimalt recently, while assisting a Norwegian barque, which was in danger, is undergoing repairs at Esquimalt. A new stern post is to be fitted, and about 13 plates and a number of frames are being straightened.

Dominion Government and Vancouver civic officials visited the alterations being carried out at Brockton Point recently, in connection with the new lighthouse there, and G. Robertson, Marine Agent, Vancouver, expressed satisfaction as to the progress of the work.

The Border Line Transportation Co.'s s.s. Despatch, which was formerly operated between Vancouver and Seattle, has been equipped with passenger accommodation, and has been placed on the run to south east Alaskan ports, in conjunction with the steamships Alki and Northland.

It is reported that the Grand Trunk Pacific Coast Steamship Co.'s s.s. Prince Rupert, which has been idle since the commencement of the war, will be overhauled at Esquimalt, and replaced in service to Prince Rupert and Granby Bay, about April 1, when the s.s. Prince George will be withdrawn for overhauling, after which the usual Monday and Thursday sailings will be resumed.

The floating dry dock, which the contractors, Grant, Smith and McDonnell, are using in connection with their work in Victoria harbor, collapsed and sank there, during the construction of the cribs, for which the dock was used, at the end of January. The two cribs which were in the dock were ready for transfer, and were a part of 54 similar ones. Angus McDonnell is reported to have stated that the loss would not be so great as was at first anticipated, and it is possible that a marine way will be built at Esquimalt to handle the construction of the cribs.

Lake Freight Rates.—A bill, introduced in the House of Commons by J. E. Armstrong, M.P. for East Lambton, Ont., providing for the placing of freight rates on steamships on inland waters, under the jurisdiction of the Board of Railway Commissioners, was read a second time, Feb. 18. Considerable opposition to the proposal has developed. A similar bill, introduced last year, was withdrawn.