

Ontario and the Great Lakes.

The Welland canal was officially closed for the winter, Dec. 14.

It having been decided that Bear Point, Lake Erie, is in Canadian, and not U.S. waters, a lightship has been placed there by the Dominion Government.

Canada Steamship Lines s.s. Chicora, which sank at her moorings at Toronto, about the end of October, was raised Dec. 6 by the J. E. Russell Wrecking Co., on behalf of the underwriters.

Canada Steamship Lines' s.s. Sir Trevor Dawson, left the head of the lakes Dec. 7, with 622,000 bush. of oats for Buffalo, N.Y. This, it is stated, is the largest cargo of oats ever shipped to Buffalo.

The Public Works Department is reported to have awarded a contract to N. B. Horton, Owen Sound, Ont., for the construction of a concrete dock there, on the east side of the C.P.R. property at the foot of 11th Street East.

Owing to the regulations requiring all persons entering the United States from Ontario to be vaccinated, it is reported that the ferry service between Sault Ste. Marie, Ont., and Sault Ste. Marie, Mich., has been suspended for the winter, and that no attempt will be made to keep the water route clear of ice.

The U.S. Lake survey reports the stages of the Great Lakes in feet above mean sea level for November as follows: Superior, 602.51; Michigan and Huron, 580.43; Erie, 572.24; Ontario, 346.11. Compared with the average November stages for the last 10 years, Superior was 0.01 ft. above; Michigan and Huron, 0.17 ft. above; Erie, 0.43 ft. above; Ontario, 0.56 ft. above.

The Midland Transportation Co. has registered the s.s. Luckport, which was formerly the s.s. Magnolia, owned by Canada Steamship Lines, Ltd., and which was wrecked some time ago. She was originally built at Midland, Ont., in 1898 and is screw driven by engine of 57 n.h.p. Her dimensions are length, 126 ft.; breadth, 21.6 ft.; depth, 12 ft.; tonnage, 231 gross, 134 registered.

The Great Lakes Transportation Co.'s s.s. Glenlyon arrived at Port Arthur, Dec. 17, with general cargo, from the east. She had a rough passage, and was well encrusted with ice, the temperature during the entire trip from Sault Ste. Marie, which took five days, having varied from 35 below zero to zero. This is said to be the latest arrival at Port Arthur from the east, in any year.

The Niagara Ferry & Transportation Co. is reported to have bought the ferry steamship, Newton, in New York, where it has been used in harbor work, for operation between Fort Erie, Ont., and Buffalo, N.Y. Her dimensions are: length, 152 ft.; beam, 52 ft. She is of the side wheel driven type, with rudder at each end and two pilot houses. The hull is of steel, with upper decks and cabins.

The Ontario and Quebec Navigation Co., one of the constituent companies of Canada Steamship Lines Ltd., was given judgment with costs and interest, at a sitting of the Supreme Court, at Belleville, recently, on a claim for \$65,000, against J. E. Rathbun, M. J. McFaul, F. Brennan, D. B. Christie, M. Palmatier, A. Leslie, M. Leslie, H. Dempsey, and the estate of the late J. F. Chapman. The amount was claimed on shares issued to them in connection with the absorption of the Quinte Navigation Co.

The U.S. steam tug Bison, which was built at Cleveland, Ohio, and passed through the Welland Canal and the St. Lawrence, sailed from Quebec, early in December for Halifax, N.S., in company with four other tugs, was reported at Halifax, Dec. 11, to have been lost in the Gulf of St. Lawrence, with her crew. She, however, arrived safely at Port Hastings, N.S., Dec. 12, having been out of touch with the remainder of the fleet and the shore, as she was not equipped with wireless telegraph.

British Columbia and Pacific Coast.

The Quadra Steamship Co.'s s.s. Quadra, had her engines and boilers overhauled by Yarrows Ltd., Victoria, recently.

The Union Steamship Co.'s steamships Chemainus and Chilliwack underwent extensive overhaul by the B.C. Marine Railway Co., Vancouver, recently.

The C.P.R. s.s. Princess Alice was docked recently at Yarrows Ltd yards, Victoria, for cleaning and painting, and general overhaul, including the drawing of the tail shaft.

The Coastwise Steamship & Barge Co., Vancouver, B.C., has bought the barge Granco, from U.S. owners, and has transferred it to the Canadian register under the name of Barracouta.

The Canadian Fish & Cold Storage Co., Prince Rupert, B.C., has bought the s.s. Louisiana from U.S. owners, and has transferred it to the Canadian register with the name of Chief Legaie.

The Grand Trunk Pacific Coast Steamship Co. was reported recently to be negotiating for the purchase of the s.s. Roosevelt, owned in Seattle, Wash. After an inspection it was found that extensive alterations would be necessary, and it is improbable that the ship will be acquired.

Canadian National Rys. car ferry steamship Canora was thoroughly overhauled by Yarrows, Ltd., Victoria, B.C., recently, and resumed her trips between Port Mann and Patricia Bay, early in December. It is reported that she is to be used for the transfer of cars to and from the Ogden Point piers, Victoria.

The Grand Trunk Pacific Coast Steamship Co.'s s.s. Prince Rupert was laid up at Prince Rupert, Dec. 28, for her annual overhaul, and the steamship service on the route between Seattle, Vancouver, Prince Rupert and Anyox, was reduced to a weekly one, with the s.s. Prince George. The company's Queen Charlotte Islands and Stewart service is being performed by the s.s. Prince Albert, the s.s. Prince John having been taken off the route until further notice.

Passenger Fares on Atlantic Steamships—War time rates for passengers crossing the Atlantic remain in force, and are likely to do so for some time. The passenger business across the ocean is comparatively heavy, and the prospects for next year are rather for an increase than a decrease in the number of passages, both east and west. First class fares vary, according to the type of vessel, from \$202.50 to \$150; second class fares from \$110 to \$92.50; cabin fares on single class vessels from \$100 to \$90; third class fares from \$67.50 to \$61.25. In addition to these rates there is a war tax of \$5 on those above \$65; \$3 on those between \$40 and \$65, and \$1 on those from \$10 to \$40.

Mainly About Marine People.

Lionel H. Clarke, grain merchant, Toronto, who has been Chairman, Toronto Harbor Commission, since its inception, tendered his resignation early in December, on being appointed Lieutenant-Governor of Ontario. The other commissioners passed a resolution placing on record their high appreciation of his invaluable service as chairman during the past seven years, and requested him to withdraw his resignation, and to continue to act as chairman, which he consented to do.

John Watson Corbett, whose appointment as Purchasing Agent, Canadian Government Merchant Marine, Ltd., Montreal, was announced in our last issue, was born there, Oct. 4, 1887, and entered transportation service in July, 1905, since when he has been, to Mar., 1908, in Superintendent's office, Canadian Northern Ry., Montreal; Apr., 1908 to Nov., 1909, in Purchasing Department, same road, Quebec, Que.; Feb., 1917 to Dec., 1918, in Purchasing Department, Imperial Munitions Board, Toronto; Jan. 1 to Oct. 31, 1919, in Purchasing Department, Canadian National Rys., Winnipeg.

John P. Doherty, whose appointment as Port Agent, Canadian Government Merchant Marine, Ltd., St. John, N.B., was announced in our last issue, was born at Portland, Me., Apr. 8, 1889, and entered transportation service in May, 1904, since when he has been, to Feb., 1915, chief clerk, Allan Line Steamship Co., at Quebec in the summers, and at St. John, N.B., in the winters; Feb., 1915 to May, 1918, chief clerk, Canadian Pacific Ocean Services Ltd., same places; Sept., 1918 to Nov., 1919, Travelling Freight Agent, C.P.R., St. John, N.B.

J. W. Norcross, President, Canada Steamship Lines, Montreal, and Mrs. Norcross, announce the engagement of their eldest daughter, Jessie Eileen, to D. H. Mapes, Jr., of New York, son of D. H. Mapes, Engineer of Buildings, C.P.R., Montreal, the marriage to take place in January.

Hon. C. C. Ballantyne, Minister of Marine and of Naval Service, entertained Admiral Viscount Jellicoe, and a large number of other guests, at dinner at the Country Club, near Ottawa, Dec. 4. Mrs. Ballantyne gave a dinner in Montreal for Lady Jellicoe, Dec. 9.

J. F. Paige, who was appointed Operating Manager, Halifax Shipyards, Ltd. recently, took over his new duties there early in December. He was formerly General Manager, Port Arthur Shipbuilding Co., Port Arthur, Ont.

St. Lawrence River Pilotage—A petition has been addressed to the Minister of Marine urging the abolition of compulsory payment of pilotage dues, and against the continued discrimination against ships from Ontario, which are not included in the exemptions extended by the Canada Shipping Act, sec. 477. This matter has been brought before the government several times during past years, by the Dominion Marine Association, but nothing has been done to relieve the vessels trading to St. Lawrence ports from Ontario. The Shipping Federation of Canada, which has always opposed any change in the restrictions against Ontario shipping, is now stated to favor the proposal, and it is reasonable to expect that the desired amendments will be made shortly.