

freight towage service on the Petitcodiac River. She was built at Yarmouth, N.S., in 1897, and is screw driven by engine of 16 n.h.p. Her dimensions are, length 80 ft., breadth 18.5 ft., depth 8 ft.; tonnage 99 gross, 48 register.

The Marine Department announces that lightship 15, stationed at the Sambro outer bank, at the entrance to Halifax Harbor, will be removed from her station about June 1, for necessary repairs. During her absence, the station will be marked by a combined gas and whistling buoy, painted black, showing an occulting white light, and a submarine bell buoy, painted black, moored 300 yds. northward of the gas and whistling buoy.

The Marine Department advises the old wooden light ship no. 1, at Barrington Bay, on the southwest coast of Nova Scotia, has been replaced by lightship no. 17. The vessel is a wooden schooner with two masts, the hull painted red, and with a red ball on the main mast. The illuminating apparatus is dioptric, consisting of two lights on the fore mast, a white light 35 ft. above water level, and red light 20 ft. below the white light, visible 11 and 6 miles respectively from all points of approach.

The Public Works Department received tenders to Apr. 26, for the purchase of the s.s. Mulgrave and a barge, formerly utilized in transferring passengers and freight at the Strait of Canso, between Mulgrave and Point Tupper, N.S. The Mulgrave was built at New Glasgow, N.S., in 1893, and is of steel, and is screw driven by engine of 75 n.h.p. Her dimensions are, length 114.8 ft., breadth 31 ft., depth 16.4 ft.; tonnage, 485 gross, 330 register. The barge is 140 ft. long, 31 ft. broad and the hold is 6 ft. deep, and about 195 tons.

### Province of Quebec Marine.

The s.s. Westmount, formerly owned by the Montreal Transportation Co., has had her name changed to Wethersfield.

Canada Steamship Lines s.s. Laurentian sailed from Quebec, Apr. 15, for Natashquan and Anticosti, being the first steamship to sail out of Quebec this year.

The Public Works Department has completed the dredging of a basin on the east side of the Government wharf at Murray Bay, to 15 ft. below low water level.

The Quebec Harbor Commissioners received tenders to Apr. 15, for the construction of a freight shed and grain loading galleries on the northern extension of the Princess Louise embankment.

The Montreal Board of Control has recommended that the contract for the operation of a ferry service between Montreal and St. Helens Island, be awarded to Canada Steamship Lines, Ltd., for one year for \$22,180, and if the council possesses the necessary power, to extend the contract to five years at \$19,950 a year.

The operation of the ferry between Riviere Ouelle and Ste. Irene and Murray Bay, came before the Senate recently, when Senator Loughheed stated that the cost of the service from July 1, 1913, to Mar. 1, 1916, was \$143,836.08, and that several complaints as to the service during the winter had been received. In the winter of 1913-14, the vessel was withdrawn from service Dec. 27, resuming Mar. 20; in 1914-15, she missed 30 regular trips, and in 1915-16, she missed 47 regular trips.

Steamer Howard W., Ltd., Steamer Stuart W., Ltd., and Steamer Richard W., Ltd., have been incorporated under the Quebec Companies Act, each with authorized capital of \$10,000, and offices at Quebec, Que., to own and operate steam and other vessels, docks, wharves and other facilities, to dock and repair vessels, operate salvage and wrecking plants, act as stevedores and general merchants. L. C. Webster, H. Aird, Montreal, and W. Q. Stobo, H. C. Thorn and C. St. J. Griffis, Quebec, are the incorporators in each case.

### Ontario and the Great Lakes.

The Welland Canal was officially opened for traffic, Apr. 22, at 8 a.m.

The Public Works Department will receive tenders to May 2, for dredging to be done at Port Hope.

The Western Navigation Co.'s s.s. Kaministiquia, reported sold recently, has had her name changed to Westoil.

Canada Steamship Lines' s.s. Rosedale has been generally rebuilt for ocean service, at Port Arthur, at a cost of approximately \$50,000.

Hamilton press reports state that Canada Steamship Lines is making arrangements for taking over the Hamilton Ferry Co's business.

The C.P.R. opened its service on the Great Lakes, Apr. 24, and will give five sailings each week during the summer from Port McNicoll.

The s.s. Quinte Queen, which was offered for sale by auction at Ottawa, Mar. 28, as mentioned in our last issue, was not sold, owing to lack of bids.

The Farrar Transportation Co.'s s.s. Collingwood ran aground above Whitefish Point, Apr. 24, in ice, during a fog, and was released by dredging, Apr. 25.

The Reid Wrecking Co., Sarnia, is reported to have sold the s.s. Magnetic to Cleveland, Ohio, parties, and to be negotiating for the sale of the s.s. Wyoming.

The Great Lakes Transportation Co.'s s.s. Glenlyon was the first steamship to pass through the Sault Canals, down-bound, locking during the afternoon of Apr. 23.

Work in connection with the raising of the Cadillac Steamship Co.'s s.s. Western Star, which foundered near Sarnia, last autumn, has been suspended for a time owing to the collapse of the cofferdam which had been built around it. The loss is estimated at \$32,000.

Canada Steamship Lines s.s. Rochester, which last year was chartered to a company operating out of Chicago, will this year be operated by the Northern Navigation Co., which is subsidiary to Canada Steamship Lines Ltd., in place of the s.s. Majestic, destroyed by fire recently.

The Buffalo Creek Rd., a switching road of 34.95 miles, in Buffalo, N.Y., is reported to have awarded a contract to the Great Lakes Dredge and Dock Co., there, for a new dock to be built on the canal, to be of reinforced concrete on pile foundation, about 800 ft. long and 30 ft. wide.

The Interstate Commerce Commission decided, Apr. 6, to reconsider its demand of the G.T.R. application under the Panama Canal Act, to retain control of the Canada Atlantic Transit Co., operating steamships between Georgian Bay ports in Canada, and Chicago, Ill., and Milwaukee, Wis.

A press report from Cleveland, Ohio, states that 26 steamships have been ordered there for delivery during 1916 and 1917. Of these, 9 are intended for the lake trade and the remainder for ocean service. The 17 ocean vessels, it is stated, will be delivered this year, with 6 of the lake vessels.

The Niagara, St. Catharines and Toronto Navigation Co's s.s. Dalhousie City was the first steamship to enter Toronto harbor from an outside port this year, arriving there Apr. 1. Capt. Mad-dick was presented with a silk hat by the harbor master. This is the third successive year that the Dalhousie City has opened the season at Toronto.

The United States Lake Survey reports the levels of the Great Lakes in feet above tidewater for March as follows:—Superior, 602.17; Michigan and Huron, 579.48; Erie, 571.74; Ontario, 245.46. Compared with the average March levels for the past ten years, Superior was 0.60 ft. above; Michigan and Huron, 0.57 ft. below; Erie, 0.07 ft. above, and Ontario, 0.43 ft. below.

The Public Works Department has dredged a channel 150 ft. wide leading to the Government wharf at Bruce Mines, to a depth of 16 ft. below zero of the gauge, which is 580 ft. above mean sea level at New York. At the wharf, a turning basin has been dredged to the same depth, for 150 ft. east and 200 ft. west of the middle of the wharf, and for 190 ft. behind the outer point of the wharf.

Canada Steamship Lines, Ltd., has deposited with the Minister of Public Works, the plans of a proposed wharf to be built in the St. Lawrence River at the foot of Wolfe Island. As announced in our last issue, it is the company's intention to build a wharf at Port Metcalfe, at the foot of Wolfe Island, for the transfer of passengers for Clayton and other Thousand Island points from the steamships Toronto and Kingston.

The s.s. Cabotia, formerly owned by the Cabotia Steamship Co., Montreal was offered for sale at Toronto, by public auction recently. She was built at Gibraltar, Mich., in 1880, and was formerly known as Hiawatha. She is of wood with diagonal strapping on frames, with steel boiler house, and equipped with fore and aft compound engines with cylinders 21 and 50 ins. diam., by 46 ins. stroke, 700 i.h.p. at 85 r.p.m., and supplied with steam by a Scotch boiler 12 x 12½ ft. at 125 lbs. Her dimensions are: length 234 ft., breadth 36 ft., depth 30 ft.; tonnage 1,530 gross, 932 register.

An examination of the dredged channel at Owen Sound, by the Public Works Department recently, shows that there is a least depth of 20 ft. in the channel from the outside bay to a point 200 ft. inside the back range lighthouse, with the exception of an area 100 ft. wide on the east side extending from 550 ft. outside to 350 ft. inside the front range lighthouse, where depths of 19 ft. and less are found. From a point 200 ft. inside the back range lighthouse to the outer end of the new Government wharf there are several spots with a less depth than 20 ft. and a least depth of 17.7 ft.

Two steel freight steamships are under construction by the Western Dry Dock & Ship Building Co., at Port Arthur, for delivery during the current year. Their dimensions are, length over all, 261 ft., length between perpendiculars 251 ft., beam 43½ ft., depth 28 ft. 2 ins. Each vessel will be equipped with triple expansion engines with cylinders 20, 33 and 54 ins. diam. by 40 ins. stroke, supplied with