

levels of the great lakes, in feet above tidewater, for Oct., as follows:—Superior, 602.31; Michigan and Huron, 580.38; Erie, 571.79; Ontario, 245.84. It was anticipated that the levels would fall, during Nov., as follows:—Superior, 0.1 ft.; Michigan and Huron, 0.2 ft.; Erie, 0.3 ft.; Ontario, 0.3 ft. Compared with the average Oct. levels for the past ten years, Superior was 0.82 ft. below; Michigan and Huron, 0.43 ft. below; Erie, 0.33 ft. below; Ontario, 0.17 ft. above.

After conference with a committee of the Dominion Marine Association the Marine Department has decided to place the new light on the north east end of Michipicoten Island, where it will be of service to boats taking the northern channel past the island, whether bound up or down. It will be placed far enough east to be picked up by the boat up bound and far enough north to be seen by the down bound boat after passing the last preceding light on the north shore. Col. Anderson, Chief Engineer of the Department, made a special tour of the island to ascertain the best points available.

After considerable correspondence between the Dominion Marine Association and the Marine Department it has been arranged that men shall be added to the staff of employes, for their purpose of taking lines from vessels at the head of the Galops canal, the head of the Rapide Plat, and the head and foot of the Cornwall canal, the other locks, in the opinion of the Department not requiring this assistance, and in some cases no money being available this year for the purpose of paying extra men. On the Welland, the existing arrangement, under which each vessel employs men to follow the boat through the canal on the bank, will be continued. At Sault Ste. Marie the difficulty was corrected some time ago.

The C.P.R. plans for its new bridge over the Kaministikwia River, just below Mission River Jct., Ont., as submitted to the Dominion Public Works Department have been protested against by the Dominion Marine Association, which contends that the bridge's position is bad, that it has a central pier and that its span is too short. The Association urges the erection of a double bascule or roller lift bridge, with a clear open passage of 200 ft. The plan for a bridge over the McKellar River is also criticised and a full 100 ft. is asked there. A correspondent advises us that a ludicrous situation developed at the G.T.P.R. bridge at West Fort William recently. After dark a vessel had to send her own crew on to the draw to operate it, and then could not get her crew back as they would have to stay to close the draw. The G.T.P.R. has agreed to put on a night shift of men, and is trying to rush the installation of electrical apparatus to operate the draw.

**Manitoba, Saskatchewan and Alberta.**

The construction work on the St. Andrews locks is practically complete, the majority of the camps having been closed down, and the men discharged. A few minor details remain to be completed, but with favorable weather, it is expected that these will be cleared up very shortly. The placing in position of the lock gates has been accomplished, and the machinery for their operation is being installed. It is stated that everything will be in perfect readiness for navigation purposes immediately the ice clears in the spring.

The possibility of creating a navigable waterway from Cedar Lake to either Lake Winnipeg or Lake Manitoba has been much discussed of late. If Lake Winnipeg were chosen, it is stated that the construction of a locking system would have to be undertaken, to over-

come the Grand Rapids, while an alternative proposal has been made to build a dam on the Saskatchewan River and thus render navigable a channel to Lake Winnipegosis, west of High Portage. By so doing, it is stated, that traffic could be opened between points on the Saskatchewan River between Prince Albert and Cedar Lake through Lakes Winnipegosis and Manitoba, and connections made with the C.P.R. near Poplar Point, to the south of Lake Manitoba. By the Lake Winnipeg route, traffic would pass through the St. Andrews locks to Winnipeg by water direct. Government engineers are reported to be examining the proposals, and a report will be made in the near future.

**B.C. and Pacific Coast Marine.**

J. Mayers has been appointed a member of the Pilotage Authority for the New Westminster district.

F. A. Pauline, Victoria, has been appointed Commissioner for the Pilotage District of Victoria and Esquimalt.

The C.P.R. s.s. Amur returned to Victoria from the Queen Charlotte Islands, Nov. 1, for repairs, having received some damage, through grounding at Skidegate.

The Columbia Trading Co., Victoria, has deposited with the Public Works Department, Ottawa, area plans, site and description of works proposed to be constructed in Alberni harbor.

It is reported that an arrangement has been made between the C.P.R. and the International Steamship Co., whereby the winter service between Victoria and Seattle will be operated by the former, and between Vancouver and Seattle, by the latter.

Mackenzie Bros. have completed the purchase of the British steamship Puri, negotiations for which have been in progress for some months. The vessel is at present lying at Bombay, India, and it is the intention of the new owners to have her brought to Vancouver by Feb., 1910.

The B.C. Public Works Department received sealed applications for a charter to operate a ferry over the Bulkley River, about 1/4 mile above the mouth. The applicants are directed to state the size and kind of vessel it is proposed to use, the method of operation, and a list of the proposed tolls.

The G.T.P.R. has contracted in England for the construction of two vessels, to be named Prince Rupert and Prince George, for operation between Prince Rupert, Victoria, Vancouver and Seattle.

They will be 300 ft. long by 41 ft. beam, and it is expected they will be placed in service in June, 1910.

The Tacoma, Wash., Chamber of Commerce recently discussed the question of establishing a steambot service between that city and Vancouver. It was decided to make a proposition to the C.P.R., and should that company not consent to put on such a service, to lay the matter before another line, or incorporate a company for the purpose.

The G.T.P.R. has deposited plans at the Dominion Public Works Department for a wharf or dock to be reconstructed at Victoria, on lots 7 to 13 inclusive, and on the southerly portion of lot 14, block 70, having a frontage on Wharf St. of about 390 ft., together with foreshore and water lots in front of same, together with a description of the proposed works.

Foley, Welch and Stewart's steambot Omineca ran on the rocks in the Skeena River, about 15 miles below Hazelton, Nov. 8, and is believed to be a total wreck. She was built at Victoria this year, and was a stern wheel paddle steamer, with engine of 17 n.h.p. Her dimensions were: length, 137.5 ft.; breadth, 31.4 ft.; depth, 5.4 ft.; 168 tons gross.

The Dominion Government, through the Department of Trade and Commerce has entered into a contract with the Grand Trunk Pacific Ry. Co., for a steamship service between Prince Rupert and Queen Charlotte Islands, not less than two round trips each month, from Nov. to Mar. inclusive, and four round trips each month for the remainder of the year, calls being made at Port Simpson, Naas Bay, Stewart, Masset, Skidegate, Queen Charlotte City, Lockport, Ikeda Bay, Jedway, Collinson Bay and Porcher Island. A subsidy of \$200 will be paid for each round trip.

Steamer Cascade, Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$16,000, to purchase and take over as a going concern the steambot Cascade and the freighting business carried on by P. Dougall and Leeming Bros., Ltd., Victoria, and with power to build, purchase or otherwise acquire and operate steam and other vessels. The steambot Cascade was built at Vancouver in 1902, and is a screw-driven vessel with engine of 16 n.h.p. Her dimension are: length, 95 ft.; breadth, 22.6 ft.; depth, 7.6 ft.; tonnage, 119 gross, 81 register.

**SAULT STE. MARIE CANALS TRAFFIC.**

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

ARTICLES.	CANADIAN CANAL	U. S. CANAL	TOTAL.
Copper..... Eastbound..... Net tons	1,092	13,247	14,339
Grain..... "..... Bushels	5,028,336	2,999,109	8,027,445
Building stone..... "..... Net tons		545	545
Flour..... "..... Barrels	282,720	1,050,809	1,333,529
Iron ore..... "..... Net tons	3,482,667	2,804,991	6,287,658
Pig iron..... "..... ".....	250	9,002	9,252
Lumber..... "..... M. ft. B.M.	4,373	85,066	89,439
Wheat..... "..... Bushels	18,965,019	9,804,281	28,769,300
General merchandise..... "..... Net tons	3,003	17,675	20,768
Passengers..... "..... Number	617	1,237	1,854
Coal, hard..... Westbound..... Net tons	15,576	173,781	189,357
Coal, soft..... "..... ".....	212,624	876,051	1,088,675
Flour..... "..... Barrels	1,270	75	1,345
Grain..... "..... Bushels		4,750	4,750
Manufactured iron..... "..... Net tons	17,735	35,246	52,981
Iron ore..... "..... ".....	2,465		2,465
Salt..... "..... Barrels	8,407	38,691	47,098
General merchandise..... "..... Net tons	65,299	71,880	137,089
Passengers..... "..... Number	966	515	1,481
Vessel passages..... Number	995	1,968	2,963
Registered tonnage..... Net	2,955,190	4,644,258	7,599,448
Freight—Eastbound..... Net tons	4,192,308	3,457,147	7,649,455
“—Westbound..... “.....	314,939	1,162,846	1,477,785
Total freight..... “.....	4,507,247	4,619,993	9,127,240