

The Corporation of Three Rivers s.s. Le Progres, which was launched from the Davie Shipbuilding and Repairing Co.'s yards at Lauzon, recently, is of the following dimensions, length between perpendiculars 126.6 ft., breadth 32.4 ft., depth 12.2 ft. She is equipped with compound engines with cylinders 15 and 30 ins. diam., by 22 ins. stroke, supplied with steam by one boiler 11½ ft. diam. by 9½ ft. long, at a pressure of 150 lbs. The engine is of 425 i.h.p., and the vessel is propelled by a single screw at about 11½ knots an hour. The hull has been built extra strong, so that she can be used for ice breaking in the winter. There is accommodation for about 450 passengers, in addition to room for cattle, horses and general cargo.

Ontario and the Great Lakes.

Canada Steamship Lines closed its Niagara River season, Oct. 17.

Capt. T. Sullivan, a veteran lake mariner, died at Toronto, Oct. 21, aged 80.

Capt. S. H. Burnham, a well known lake mariner, died at Port Huron, Mich., Oct. 2, aged 77.

John Lally, lock master on the Cornwall Canal at Cornwall, died there, Sept. 30, after a short illness.

A weather reporting station has been opened at Sarnia, for the supply of information to vessels passing up and down.

John Laxton has been appointed as the Dominion Government nominee on the Toronto Harbor Commission, succeeding F. S. Spence.

Capt. S. Burnham, who died at Port Huron, Mich., Oct. 1, was, until recently, master of the Pere Marquette Rd. car ferry at Detroit.

From a note left behind in his office, it is feared that E. Geddes, freight agent, Canada Steamship Lines, Lewiston, N.Y., has committed suicide.

The s.s. Grenville, which is being built at Polson Iron Works, Toronto, for the Dominion Government lighthouse service in the St. Lawrence River between Lake Ontario and Coteau, will be launched about Nov. 9.

The Canadian Stewart Co.'s steam tug Emslie Stewart was launched at Toronto, Oct. 10. She is of steel, 80 ft. long, and the hull is divided into four compartments with watertight bulkheads. When completed she will be utilized in connection with the Toronto harbor improvements, for which the owners have the contract.

A third lock in the United States canal at Sault Ste. Marie, was opened Oct. 21. The lock is the largest in the world, the dimensions being, 1,250 ft. long by 80 ft. wide with a draught of 24½ ft. It will accommodate any two of the largest vessels on the Great Lakes. The cost of the work is somewhat over \$6,000,000.

The ice breaking steamship J. T. Horne, which, as reported in our last issue had been purchased by the Russian Government for service in Russian waters, was inspected at Montreal, early in October by a member of the Russian Embassy at Washington, D. C. It is stated that she will be utilized in the neighborhood of Archangel.

The Mathews Steamship Co.'s s.s. Edmonton, while bound to Montreal with flour during the first week of October, struck a submerged object near Morrisburg, and was beached to avoid sinking. Some temporary repairs were undertaken to enable her to reach Montreal. The accident is stated to have been due to low water on the route between Montreal and Port Colborne.

Canada Steamship Lines s.s. Juno, which was acquired when the company took over the Richelieu and Ontario Navigation Co., but which has not been operated for several years, is being dismantled at Toronto. She was built at Wallaceburg, Ont., in 1885, and was screw driven by engine of 170 n.h.p. Her dimensions were, length 139.7 ft., breadth 26.8 ft., depth 8.8 ft.; tonnage, 288 gross, 196 register.

Engineers were in Owen Sound recently inspecting sites for the location of the projected dry dock and ship repair plant. This matter has been before the public in many shapes for several years without anything being achieved, and even local people appear to be somewhat pessimistic as to anything being done in the immediate future. The strongest statement used in commenting on the project, is that "it would appear as though the realization of the long considered project is nearer than it has ever reached before."

The United States Lake Survey reports the levels of the Great Lakes in feet above tidewater for September, as follows,—Superior 602.80; Michigan and Huron 580.48; Erie 572.37; Ontario 246.09. As compared with the average September levels for the past ten years, Superior was 0.07 ft. above; Michigan and Huron 0.41 ft. below; Erie 0.07 ft. below, and Ontario 0.25 ft. below. It was anticipated that during October the level of Superior would remain stationary; Michigan and Huron would fall 0.2 ft.; and Erie and Ontario 0.3 ft.

The s.s. Howard M. Hanna Jr., formerly owned by the Hanna Transit Co., Cleveland, Ohio, and which was wrecked in the Great Lakes storm of Nov., 1913, has been purchased from the Reid Wrecking Co., Sarnia, Ont., who acquired the wreck and raised her, by the interests with which Jas. Playfair, Midland, Ont., is associated. The vessel has been thoroughly overhauled and repaired at Collingwood. The shipowning company with which Mr. Playfair is interested is the recently incorporated Great Lakes Transportation Co., of Midland, which has a capital of \$1,000,000. With him in the company, are associated, H. W. Richardson, Kingston, D. L. White and F. W. Grant, Midland, and W. J. Sheppard, Waubesa, Ont.

Manitoba, Saskatchewan and Alberta.

The dry dock which has been built at Selkirk, Man., for the accommodation of the Government vessels on the lake, was opened Oct. 20. It is stated that it will also be used for general shipping.

The Canadian Shipping Co., Ltd., has been incorporated under provincial letters patent, with \$25,000 capital stock, and office at Winnipeg, to own and operate steam and other vessels, to act as agents for other vessel owning companies, and to carry on a general navigation business. F. S. Andrews, W. H. Curle, D. L. Bastedo, L. T. S. Norris-Elye and L. D. Morosnick, Winnipeg, are the incorporators.

British Columbia and Pacific Coast Marine.

The C.P.R. has discontinued its direct steamship service between Victoria and Tacoma, Wash., for the winter.

The Department of Marine has awarded a contract for the construction of a lighthouse on Bonilla Island, in the British Columbia outside channel, to Weldon and Talbot, New Westminster. It is unlikely that the light will be placed until the spring,

owing to the storms which sweep the island during the winter.

The G.T. Pacific Coast Steamship Co.'s s.s. Prince Albert, which was wrecked in Brown's Passage, Aug. 18, and which was reported to have been abandoned as a total loss, was subsequently salvaged and taken to Esquimalt for examination, and later to North Vancouver, where she will be repaired. Sixty shell plates will have to be replaced, besides other repairs. It is expected that she will be again ready for service about the end of November.

The G.T. Pacific Coast Steamship Co.'s autumn schedule, which became effective Oct. 4, covers the s.s. Prince George, leaving Seattle, Wash., on Sundays, calling at Victoria and Vancouver, Mondays, Prince Rupert, Wednesdays, Anyox and Stewart, Thursdays, and returning to Seattle by the same route on Sundays; the s.s. Prince John, leaving Vancouver on Fridays for Prince Rupert and Island ports and returning to Vancouver on the following Tuesday week; and the s.s. Henriette, for freight only, as directed.

The enquiry into the causes of the collision between the C.P.R. s.s. Princess Victoria and the Alaska Pacific Navigation Co.'s s.s. Admiral Sampson, conducted by two United States Steamboat Inspectors recently, resulted in the statement that as both vessels were running under rule 13 of the pilot rules for inland waters of the Atlantic and Pacific Coasts and the coast of the Gulf of Mexico, and from the evidence adduced the inspectors were of opinion that neither of the vessels were in compliance with the rule, and therefore both were to blame. Since the only action which the local inspectors can take would be to revoke the license of the officer in charge of the s.s. Admiral Sampson, those on the Princess Victoria not being under U.S. jurisdiction, and as the officer in charge of the Admiral Sampson went down with his vessel, no penalty will be imposed. The investigation by the Canadian authorities exonerated the officers of the s.s. Princess Victoria from all culpability in connection with the collision.

The C.P.R. s.s. Princess Margaret, which has just been completed on the Clyde, Scotland, for service on the British Columbia Coast, underwent her dock trials about the middle of October, and it was announced that she would be sent on her speed and other trials about the end of that month. The sister vessel, Princess Irene, is still on the ways, and J. W. Troup, Manager, British Columbia Coast Service, C.P.R., was reported to have stated recently, that though the vessels would not arrive at the coast as soon as was originally expected, they would in all probability be there ready for service in the spring.

Directory of Canadian Ports and Harbors.

—The Department of Marine has issued a directory containing information about a great number of harbors throughout the Dominion, both maritime and inland. The information is intended to afford mariners generally definite knowledge of harbors and aids to navigation, and covers descriptions of the power and order of lights, of fog alarms, buoys and submarine warnings, and also tides and currents and life saving and radio telegraph stations. Brief descriptions are included of the Hudson Bay and Strait, with approximate length, breadth and depth of these waters, and references indicating the natural harbors affording shelter in the strait and along the coast of Baffin Island. This is the second port directory issued by the Department, the first one having been confined to descriptions of harbors where not less than 50,000 tons of shipping had entered during the year of publication.