

Province of Quebec Marine.

The figures for the recently closed season of St. Lawrence navigation show that 41,352,876 bush. of grain passed through the Lachine Canal, against 67,343,952 in 1914. The number of vessels using the canal was 590, against 615, but their combined tonnage was 249,050, an increase in tonnage of 19,795 tons.

The s.s. Lady of Gaspé was sold at public auction at Quebec recently, to J. C. Pectau, for \$10,200. She was owned by the Gaspé Steamship Co., Quebec, and ran ashore, Oct. 13, near the site of the Quebec Bridge. She was floated and taken to Pointe a Carcy wharf, Quebec, where, owing to defects in her pumping machinery, she again sank, and was abandoned. She was refloated by the Quebec Harbor Commissioners.

Ontario and the Great Lakes.

The traffic handled at Port McNicoll, during the past season, was, freight westbound, 53,783 tons; flour eastbound, 108,624 tons; grain eastbound, 22,760,479 bush.

The underwriters extended insurance on hulls and cargoes to Dec. 12. Sailings which took place after midnight on that date were entirely at owners' risk.

Two steam tugs, C. M. Bowman and Maud L., were destroyed by fire at Owen Sound, Dec. 12. They were together at anchor, and the fire arose on board the former while the flues were being cleaned.

Canada Steamship Lines s.s. W. Grant Morden cleared from Port Arthur, Dec. 10, with a cargo of 760,000 bush. of oats for Port McNicoll, which is said to be the largest single grain cargo ever shipped from any port.

Between Sept. 1 and Dec. 11, 166,346,965 bush. of grain were shipped from Port Arthur and Fort William. This is the highest amount shipped in a similar period, the nearest approach being in 1913, when 128,000,000 were shipped.

The C.P.R. lake steamships Alberta, Assiniboia, Athabasca, Keewatin and Manitoba have been laid up for the winter at Owen Sound, where it is stated extensive repairs will be undertaken, contracts for which have been let in the locality.

Canada Steamship Lines, Ltd., which press reports credit with having arranged a contract with the United States Steel Corporation for transportation of ore, has, we are officially advised, made no such arrangements with that corporation. It will, however, carry U.S. ore from private parties.

The United States Lake Survey reports the levels of the Great Lakes in feet above tidewater, for November, as follows:—Superior, 602.89; Michigan and Huron, 579.52; Erie, 571.46; Ontario, 244.94. As compared with the average November levels for the past ten years, Superior was 0.42 ft. above; Michigan and Huron, 0.77 ft. below; Erie, \$35 ft. below, and Ontario, 0.69 ft. below.

Goderich, Ont., press dispatch, Dec. 24:—The steamboat Mariska, which stranded in the centre of the channel while entering Harbor Beach in a northwesterly gale on her last trip down, completed temporary repairs here today after unloading her grain cargo, and left again for Collingwood, accompanied by the Reid Wrecking Co.'s tug, Fischer, and on arrival there will enter dry-dock for a thorough examination and repairs.

An examination of the entrance to Key Harbor, Lake Huron, where the s.s. W. D. Rees struck a rock recently, shows that a rock was found close to the black spar buoy no. 15, which was found to be northward of its proper location. The rock had a

least depth of 17½ ft. of water over it, at the present stage of water, or 1½ ft. less than the datum of the chart. The spar buoy has been moved to its charted position immediately south of the danger.

The lake underwriters have sold the wreck of the s.s. W. C. Moreland, which was wrecked on the Sawtooth Reef, in Lake Superior, in 1910, to R. M. Wolvin, Winnipeg, for \$55,650. The salvaging work was carried out by the Reid Wrecking Co., Sarnia, Ont., who will receive 65% of the net proceeds of the sale. We are advised that no decision has been arrived at by the present owner as to what will be done with the vessel, it having been bought as a speculation.

The Northern Navigation Co.'s s.s. Majestic was destroyed by fire, while lying at the old elevator dock at Point Edward, Dec. 15. The fire commenced in the hold and soon got beyond control. It was then decided to take the burning vessel to Sarnia Bay alongside some old wrecks, where no harm could be done, and while being towed, the lines parted and she drifted alongside the same company's s.s. Saronic, which caught fire. The loss on the Majestic is placed at \$100,000, with \$90,000 insurance, and on the Saronic at \$20,000. The s.s. Majestic was built at Collingwood in 1895, and was screw driven by engine of 123 n.h.p. Her dimensions were: Length, 209 ft.; breadth, 35 ft.; depth, 12.6 ft.; tonnage, 1,578 gross, 1,073 register. Repairs to the Saronic will be carried on at Sarnia during the winter, but the Majestic is a total loss.

British Columbia and Pacific Coast.

The Chilean ship Carelmapu was wrecked and lost off the west coast of Vancouver Island, during a storm towards the end of November, and 17 of the crew, with 1 passenger, were drowned, 4 of the crew and 1 passenger being saved.

The C.P.R. s.s. Princess Maquinna, which was repaired and overhauled at Esquimalt recently, has replaced the s.s. Princess May on the Granby route, the latter taking the place of the s.s. Princess Sophia, which will likely be laid up for the winter.

The Dominion Government grain elevator at Vancouver is expected to be completed and ready for business about the middle of January. Construction work was reported early in December to be in its final

stages. There will be capacity for 1,500,000 bush.

The Grand Trunk Pacific Coast Steamship Co.'s winter schedule, which was put into effect, Dec. 20, between Seattle, Victoria, Vancouver and Prince Rupert, is undertaken by the steamships Prince George and Prince John. The Prince Rupert has been laid up.

The s.s. Curacoa, which was wrecked at Warm Chuck, Alaska, June 21, 1913, salvaged in Aug., 1914, and after being repaired, tied up at Vancouver, pending a sale, has been sold by the Vancouver Dredging and Salvage Co., to the Pacific Coast Steamship Co., her owners before the wreck.

At a meeting of the West Vancouver Council ferry board recently, W. C. Thompson was appointed Manager, West Vancouver Ferry Co., vice T. Campbell, whose attitude and statements regarding the conduct of the business by the ferry board were considered detrimental to the interests of the service.

The Canadian Northern car ferry, which is being built at Levis, Que., will probably run between Port Mann, on the south side of the Fraser River above New Westminster, down the Fraser River and across the Strait of Georgia to Patricia Bay, Vancouver Island, instead of from Steveston, at the mouth of the Fraser River, as previously stated. Steveston is said not to be suitable from a harbor standpoint.

The School of Navigation at Queen's University, Kingston, Ont., started its third session Dec. 14 for a three months course, which is open without charge to all seamen desiring instruction in navigation and seamanship, and especially prepares for certificates as tug boat captain, minor mate, minor master, inland mate, inland master, coasting mate and coasting master. The chief instructor is Capt. H. H. McMaster, Assistant Superintendent, Montreal Transportation Co. The course includes five lectures on electrical and magnetic effects in the earth and atmosphere, including storms and weather predictions, by A. L. Clark, Ph.D., Professor of Physics, and also five lectures on practical astronomy by D. Buchanan, Ph.D., Associate Professor of Mathematics. The examinations for the different certificates will be conducted in Kingston by Capt. H. W. King, Dominion Supervisor of Marine Examinations.

Sault Ste. Marie Canals Traffic.

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

| ARTICLES | CANADIAN CANAL | U. S. CANAL | TOTAL |
|------------------------------|----------------------|-------------|------------|
| Copper..... Eastbound | Short tons 984 | 32,999 | 33,983 |
| Grain..... " " | Bushels 8,006,592 | 12,331,768 | 20,338,360 |
| Building stone..... " " | Short tons | | |
| Flour..... " " | Barrels 444,610 | 947,250 | 1,391,860 |
| Iron ore..... " " | Short tons 790,842 | 3,704,125 | 4,494,967 |
| Pig iron..... " " | " " | " " | " " |
| Lumber..... " " | M. ft. b.m. 4,905 | 30,538 | 35,443 |
| Wheat..... " " | Bushels 17,257,077 | 57,131,610 | 74,388,687 |
| General merchandise..... " " | Short tons 8,052 | 32,864 | 40,916 |
| Passengers..... " " | Number 119 | 21 | 140 |
| Coal, hard..... Westbound | Short tons 19,500 | 214,208 | 233,708 |
| Coal, soft..... " " | " 35,490 | 1,307,758 | 1,343,248 |
| Flour..... " " | Barrels | | |
| Grain..... " " | Bushels | | |
| Manufactured iron..... " " | Short tons 2,732 | 16,415 | 19,147 |
| Iron ore..... " " | " " | " " | " " |
| Salt..... " " | Barrels 5,096 | 62,914 | 68,010 |
| General merchandise..... " " | Short tons 50,892 | 93,154 | 144,046 |
| Passengers..... " " | Number 57 | 7 | 64 |
| Summary. | | | |
| Vessel passages..... | Number 576 | 1,880 | 2,456 |
| Registered tonnage..... | Net 1,344,470 | 5,721,516 | 7,065,986 |
| Freight—Eastbound..... | Short tons 1,522,487 | 5,895,580 | 7,418,067 |
| " —Westbound..... | " 100,382 | 1,640,972 | 1,750,354 |
| Total freight..... | " 1,631,879 | 7,536,552 | 9,168,431 |