

## Proposed Further Diversion of Water from the Great Lakes.

The State of Illinois is proposing to divert water from the Great Lakes for a traffic canal from Chicago to the Illinois and Mississippi Rivers, and the Governor of the State and a number of congressmen recently waited on the Secretary for War asking for the approval of plans for the construction of the canal at an expenditure of about \$5,000,000. The Dominion Marine Association has filed a protest and asked for an opportunity to present the views of the Canadian navigation interests, and has been advised by the Secretary for War that the matter is being held for further consideration, and that if further hearings take place the Association will be given an opportunity to express its opinion.

A bill is at present passing through Congress to sanction the Illinois Legislature's action in authorizing this expenditure. The Senate has added an amendment to the bill limiting the amount of water to be withdrawn to 250,000 cub. ft. a minute, being the limitation in force in 1912, when an application was made unsuccessfully to increase the amount of water which may be withdrawn. This amendment is being discussed in the lower house, and the matter has become the subject of representations from the Dominion Government with reference to Canadian interests in the waters of the Great Lakes. At a conference with the Dominion Government on the subject, at which F. King, Counsel, Dominion Marine Association; A. A. Allan, President, and T. Robb, Secretary, Shipping Federation of Canada; W. G. Ross, Chairman, Sir John Kennedy, Consulting Engineer, F. W. Cowie, Chief Engineer, and D. Seath, Secretary, Montreal Harbor Commissioners; J. G. Sing, C.E., representing the Toronto Harbor Commission; C. A. McGrath, of the International Joint Waterways Commission; the Deputy Minister, and Assistant Deputy Minister of Public Works, the Deputy Minister of Marine, and W. J. Stewart, Chief Hydrographer, were present, it was strongly

urged that the conservation of the waters of the Great Lakes and St. Lawrence River is essential to the trade and commerce of the Dominion. The conclusion arrived at was to reaffirm the position previously taken by the Dominion Government against any further diversion of water from Lake Michigan.

**The Davidson & Smith Elevator Co. Ltd.**, is reported to have purchased the s.s. Panther from the Massey Steamship Co., Duluth, Minn., for operation in the Canadian lake trade. She is a wooden vessel with diagonal strapping on frames, steel arches, bow sheathed for ice, steel boiler house, steam pump wells. She was built at West Bay City, Mich., in 1890, and was practically rebuilt there in 1912. She is equipped with fore and aft compound engines with cylinders 24 and 4 6ins. diam. by 42 ins. stroke, 600 i.h.p. at 86 r.p.m., supplied with steam by one Scotch boiler 12 by 13 ft. at 120 lbs. Her dimensions are, length 236 ft., breadth 36 ft., depth 24 ft.; tonnage, 1634 gross, 1140 register.

**Canadian Pacific Ocean Service Flag.**—Since the C.P.R. first entered the steamship business its red and white checkered flag has become well known on both the Atlantic and Pacific oceans, and in most ports of importance on both sides of both oceans. A slight alteration has been made in flag, owing to the transfer of the steamships to Canadian Pacific Ocean Services, Ltd. It consists of the addition of the monogram letters C.P.O.S. placed in the centre.

**The Chatham Steamship Co., Ltd.**, has been incorporated under the Quebec Companies Act, with \$10,000 authorized capital and office at Quebec, to own and operate steam and other vessels, and to carry on a general trading and navigation business. W. Q. Stobo, H. C. Thorn, C. J. Griffis, J. Graham and L. H. Cote, Quebec, are the incorporators.

The use of magnetic chucks in machining steel and iron parts is now fairly common in up to date plants, especially for thin parts where the use of clamps is apt to spring them out of shape.

## Shipbuilding in British Columbia.

The passing of the British Columbia Shipping Act, providing for aid to the shipbuilding industry in the province, has given considerable impetus to a number of schemes to increase the coast shipping trade, as well as to relieve the general congestion, chiefly in the lumber trade, resulting from the shortage of tonnage due to war conditions. A company is in process of organization, in which Jas. Carruthers, J. W. Norcross, Sir Trevor Dawson, and M. J. Haney, all connected with Canada Steamship Lines; Jas. Whalen, Port Arthur, Ont.; R. M. Wolvin, Winnipeg, and H. W. Brown, formerly associated with the Pittsburgh Steamship Co., a subsidiary of the U.S. Steel Corporation, are interested, and orders have been placed with the Wallace Shipyards Ltd., Vancouver, for three steel vessels of about 2,500 tons capacity each, of the five masted type with auxiliary power. Other vessels will be ordered, and it is expected to have ten such ships completed by the end of the year. H. W. Brown, who is to be General Manager of the new company, was formerly located at Duluth, Minn., but has removed to Vancouver, where he will remain in his new capacity.

**St. John Dry Dock & Shipbuilding Co. Ltd.** has been incorporated under the Dominion Companies Act, with an authorized capital of \$1,000,000, and office at St. John, N.B., to carry on a general building and contracting business, and to build, own and operate all kinds of transportation equipment, including railways, railway material, rolling stock, steam and other vessels, wharves, docks, etc., and to carry on a general transportation and navigation business.

**Sorel Shipbuilding and Coal Co., Ltd.**, has been incorporated under the Dominion Companies Act, with \$100,000 authorized capital and office at Montreal, to carry on the businesses of shipbuilders and repairers, to own and operate steam and other vessels, docks, and wharves, and to deal in fuel, coal and general merchandise, etc.

### List of Steam Vessels Registered in Canada During May, 1916.

No.	Name	Port of Registry	Where and When Built	Length	Breadth	Depth	Gross Tons	Reg. Tons	Engines, Etc.	Owner or Managing Owner
133954	Becancour	Sorel, Que.	1914 Sorel, Que.	93 0	22 55	9 0	214	84	48 sc.	The Minister of Marine and Fisheries, Ottawa.
133514	Calgary	Midland, Ont.	1912 Newcastle-on-Tyne.	248 0	42 5	17 3	1639	1306	105 sc.	Great Lakes Transportation Co., Midland, Ont.
138096	Collinge	Montreal	1881 Cleveland, Ohio	261 8	38 4	19 6	1707	971	79 sc.	C. Webster, Montreal.
133953	Deschailions	Sorel, Que.	1614 Sorel, Que.	93 0	22 55	9 1	214	76	48 sc.	Minister of Marine and Fisheries, Ottawa.
106022	Freshfielda (a)	Montreal	1896 Glasgow, Eng.	345 0	44 1	24 6	3445	2166	500 sc.	R. L. Smith, Ltd., Montreal.
135238	Impoco	Sarnia, Ont.	1913 Grangemouth, Eng.	249 5	43 1	19 7	2257	1384	157 sc.	Imperial Oil Co., Sarnia, Ont.
134616	J. H. Wade	Sault Ste. Marie, Ont.	1890 Cleveland, Ohio	265 6	38 1	13 1	2301	1389	111 sc.	J. Hawson, Sault Ste. Marie, Ont.
133955	Vercheres	Sorel, Que.	1906 Sorel, Que.	92 83	17 0	6 50	147	53	24 sc.	Minister of Marine and Fisheries, Ottawa.
138107	Wm. J. Averell	Montreal	1884 Detroit Mich.	260 0	36 8	14 3	1854	1063	89 sc.	Lake & River Transportation Co., Montreal.

(1) Formerly "Clement" and "La Plata."

### List of Sailing Vessels and Barges Registered in Canada During May, 1916.

List of Sailing Vessels and Barges										Owner or Managing Owner
No.	Name	Port of Registry	Rig	Where and When Built		Length	Breadth	Depth	Reg. Tons	
134180	Carrie & Nellie	Shelburne, N.S.	Schr.	Shelburne, N.S.	1916	103 0	24 7	10 7	85	J. B. Patten & W. Forsay, Grand Bank, Nfld.
134179	Emily H. Patten	Shelburne, N.S.	Schr.	Shelburne, N.S.	1916	108 4	26 0	10 8	152	Coastwise Steamship & Barge Co. Vancouver
137942	Griff (b)	Vancouver, B.C.	Schr.	Seattle, Wash.	1911	133 0	40 0	12 6	641	Harbor Commissioners, Montreal, Que.
138099	H. C. M. Derrick 1	Montreal.	Scow	Montreal.	1915	75 5	27 2	6 4	198	
138100	"	"	"	"	1915	77 0	27 2	6 4	197	"
138101	"	"	"	"	1913	80 5	27 0	5 9	196	"
138102	"	"	"	"	1914	80 1	27 1	5 9	197	"
138103	"	"	"	"	1913	80 1	27 0	5 9	195	"
138104	"	"	"	"	1914	87 1	31 1	7 2	289	"
138097	H. C. M. Dredge 6	"	Dredge	Sorel, Que.	1911	104 2	39 2	8 9	556	"
138098	H.C.M. Drill Boat 1	"	Scow	Montreal.	1910	80 3	57 3	4 0	198	"

(b) Foreign name, Pioneer Sand and Gravel Co.