

MARINE NEWS

The June report of lake commerce through the Soo canals shows 1,981 vessels of a registered net tonnage of 4,403,728 passed through the American canal, and 1,108 vessels, with a registered tonnage of 3,530,586, went through the Canadian canal. The total tonnage carried through both canals was 9,839,372 net tons, an increase over June of last year of 2,907,467 net tons.

The passenger steamers plying through the north channel are this year again meeting with hold-ups owing to blockades of logs in the channel at Little Current. The Majestic was delayed for a day and did not reach here until Sunday morning.

The removal of the sunken scow from the harbor has proved a very difficult undertaking, and Capt. Carson, of Midland, is still at work on his contract outside the mouth of the harbor. As will be remembered, about two weeks ago he succeeded in raising the scow, bricks and all, and started for Midland with what would have been quite a prize had he succeeded in getting safely away. However, it would not carry, but sunk in the channel, the result of one of the supporting cables giving way. Since that time the scow has been twice lifted and as often gone to the bottom, the last break taking place on Wednesday evening. It now looks as if Capt. Carson would lose by his contract instead of making a good thing by it as at one time it appeared he would make.—O. S. Advertiser.

The steamer L. C. Hanna, ashore at Kettle Point, was released on Wednesday after jettisoning 4000 tons of ore. A steam pump and two air compressors kept her clear of water as she passed down Lake Erie to a dry dock.

The Collingwood built steamer Midland Prince has broken the grain cargo record at Fort William, having cleared from that port on Thursday with 523,251 bushels of oats.

The steamer Donaldson, ashore at Little Rapids cut, near the Soo, has been taken to Cleveland for repairs.

The North Channel Towing Co. Ltd., which was recently incorporated, with a capital of \$25,000, and office at Cutler, Ont., owns the steam tugs Andrew J. Smith, W. H. Seymour and Alert.

The Department of Railways and Canals has awarded the contract for the improvements to the Port Colborne entrance to the Welland Canal, to M. J. Hogan, Port Colborne. The work comprises the widening of the 22 ft. deep water channel along the west pier and the building of a timber and concrete mooring dock west of the elevator.

The U. S. Lake Survey reports the levels of the Great Lakes, for May, in feet above tidewater, as follows: Superior, 601.74; Michigan and Huron, 580.46; Erie, 572.57; Ontario, 249.42. As compared with the average May levels for the past 10 years, Superior was 0.55 ft. below, Michigan and Huron 0.38 ft. below, Erie 0.04 below and Ontario 0.27 ft. below.

Press reports from Montreal state that a merger of lake navigation companies, with a capital stock of \$15,000,000, is under negotiation, by which "practically every inland navigation boat of importance, plying between the Gulf of St. Lawrence and the port of Chicago on Lake Michigan," will be

placed under one management. Among those mentioned, are the Richelieu and Ontario Navigation Co., Merchants' Montreal Line, Montreal and Lake Erie Steamship Co., Montreal and Great Lakes Steamship Co., Ottawa River Navigation Co., Montreal Transportation Co., and the Northern Navigation Co., while it is also stated that the C.P.R. and G.T.R. are favorably disposed towards the project.

GROWTH OF CANADIAN SHIPPING

The total number of vessels, of all kinds, on the Canadian register at December 31, 1909, was 7,768, representing 718,533 tons, an increase of 166 vessels and 16,229 tons over the previous year. The steam vessels numbered 3,229, having a gross tonnage of 513,962, and with an assumed value of \$30 a ton, the value of the net registered tonnage would be \$21,556,590. The number of new vessels built and registered in Canada during the year was 327, with a net tonnage of 25,306, and estimating the value at \$45 a ton, the total value would be \$1,138,770. During the year 246 vessels were removed from the register, for a variety of causes, details of which were given in our issues throughout the year, in addition to lists of vessels as registered each month. It is estimated that 36,430 employees were engaged on Canadian registered vessels during 1909. In a list of tonnage owned by all the maritime nations of the world, Canada holds tenth place, as before. During 1909, Prince Rupert was constituted a port of registry for vessels.

The ports of registry are distributed as follows: Ontario, 38; Nova Scotia, 21; New Brunswick, 7; Quebec, 6; British Columbia, 4; Prince Edward Island, Manitoba, Saskatchewan and the Yukon, one each, while in Alberta no provision has, as yet, been made for the registration of vessels. The ports having a net tonnage of 10,000 and over, are as follows:—

	Net tonnage.
Montreal	126,949
Victoria, B.C.	50,585
St. John, N.B.	46,899
Quebec, Que.	42,483
Toronto	38,475
Ottawa	32,661
Windsor, N.S.	32,523
Vancouver, B.C.	32,449
Lunenburg, N.S.	22,860
Halifax, N.S.	22,260
Kingston, Ont.	19,175
Parrsboro, N.S.	17,942
Collingwood, Ont.	15,797
Hamilton, Ont.	15,565
Yarmouth, N.S.	15,547
Midland, Ont.	12,231
Charlottetown, P.E.I.	10,134

Of the 246 vessels which were removed from the register during the year, 14 were sold to foreigners, 27 were wrecked, 17 stranded, 12 lost, 75 broken up, seven abandoned at sea, two sunk in collision, one missing, eight foundered, 33 burnt, nine condemned, 13 transferred to Newfoundland, six transferred to Barbadoes, 21 reported out of existence, and the register of one was surrendered. During the same period, the names of 33 vessels were changed by orders-in-council.

The new vessels built during the year and added to the register, according to Provinces, were as follows:—

	Vessels.	Tons.
Ontario	73	7,973
Nova Scotia	75	6,007
Quebec	66	5,825
British Columbia	93	4,068
Manitoba	5	692
New Brunswick	14	666
Prince Edward Island	1	5
Totals	327	25,306