

# NAVIGATION NOTES. S

The steamer Doric of the N. N. Co.'s fleet, is on the dry dock here this week for repairs to the stern bearing.

The large cargo steamer Kearsage came in on Monday morning with a cargo of corn from Chicago. The steamer went under the elevator upon arrival.

The steamer City of Windsor which was for many years on the route between Collingwood and the Soo, has been purchased by Ganley Brothers and has been re-christened the Michipicoten. The boat will be placed on the route between the Soo and Michipicoten.

"We expect to be ready to receive boats in our new docks this fall," was the statement made last night to the Daily News by Mr. A. V. Powell, of Chicago, the dry dock engineer, who arrived in Port Arthur yesterday morning on the America.

"I am very well pleased with the way the work has progressed. It is now getting to that stage where it begins to show. Satisfactory progress is being made with the excavation work. We are down to bed rock now for the dock itself, and are assured of a good bottom. I consider the outlook most favorable."

Mr. Powell said that the material was all on order for the main buildings. The holes were being dug for the foundations of the punch shed, the furnace shop and the plate and angle shops.—Port Arthur News.

Meaford people are once more going into the transportation business. The latest venture is a new company to be known as the Meaford Transportation Company, Limited. The charter has been secured. The chief promoters of the enterprise are Captain J. F. Lunn, Colonel H. R. Cleland, Messrs. W. T. Moore, C. T. Sutherland and H. Reid. The first vessel of the fleet will, it is expected, have a carrying capacity of 700,000 feet of lumber, and will be purchased this season in time to begin work this fall. About 10,000,000 feet of lumber comes to Meaford by water annually.

The decision of the independent vessel-owners to withdraw 20 per cent. of their capacity for 30 days, has resulted in 57 vessels being laid up. The capacity of the boats is something more than 400,000 tons a trip. More ships will be sent to the dock, and all owners will withdraw their percentage of tonnage until August. The outlook in the lake trade is no better than when the agreement was made and unless some improvement is shown by the end of the month the agreement will probably be continued through August.

During the year ended June 30, 1910, there were built in the United States and officially numbered by the Bureau of Navigation 1,502 merchant vessels of 347,025 gross tons, compared with 1,362 of 232,816 gross tons during the fiscal year of 1909, showing a substantial increase of 114,209 tons.

On the great lakes 47 steel steamers of 146,896 tons were built, compared with 36 steamers of 88,426 tons during last year.

Fifteen new steel ocean steamers were launched, the largest of which was the Wilhelmina, of 6,924 tons. The schooner Wyoming, 1,750 tons, built at Bath, Me., is the largest wooden vessel ever built in the United States. The first three-rigged vessel launched since 1904 is the brigantine Viola, at Essex, Mass. Of the year's output 67,268 were barges and canal canal boats.

The commerce of Lake Superior as measured by the canals at Sault Ste. Marie during June was 9,819,872 tons. The Canadian canal is still carrying the greater portion of this commerce owing to more favorable draught. The commerce to July 1st totals 20,327,071 tons against 12,117,367 tons for the corresponding period during 1909, showing the substantial increase of 8,209,704 tons.

The following are the shipments of grain from Fort William and Port Arthur from the opening of navigation till the end of June, including vessels loaded for winter storage. The shipments of wheat by Canadian vessels were:—Buffalo, 1,080,100; Collingwood, 75,900; Depot Harbor, 624,138; Goderich, 1,196,946; Kingston, 2,664,463; Montreal, 1,838,199; Meaford, 158,000; Owen Sound, 518,181; Port Colborne, 611,555; Point Edward, 355,243; Port Stanley, 20,000; Tiffin, 2,177,929; Walkerville, 72,000; total, 11,390,357.

In addition 3,165,704 bushels were carried by foreign vessels, all of this total of 14,556,061.

The total quantity of oats carried was: By Canadian vessels, 7,227,114; by foreign vessels, 154,124; total, 7,381,238.

The barley shipments were:—By Canadian vessels, 552,011; by foreign vessels, 39,999; total, 592,011.

Shipments of flax were: By Canadian vessels, 508,702; by foreign vessels, 386,844; total, 895,546.

The following were the amounts shipped last year during the same period:—Wheat, 10,947,848; oats, 3,380,397; barley, 444,410; flax, 709,519.

The Soo Express learns from Ottawa that the amount on which the Laurier Government has granted a subsidy to the Sault Ste. Marie Dry Dock and Shipbuilding Company is \$900,963.12. This at three per cent. works out to an annual bonus to the company of \$27,028.89, and the payments extend over a period of twenty years, making an aggregate amount from the Government of \$540,577.80. Add to this the bonus of \$100,000 from the town, and you have a grand total of \$640,577.80 which the company will have received in federal and civic bonuses at the end of twenty years.