

MARINE NEWS

The Owen Sound Dredge and Construction Co., Ltd., is applying to the Legislature for the acceptance of the surrender of its charter, as it has parted with its property, divided its assets rateably among its shareholders, and has no debts nor liabilities.

"I believe that a large percentage of vessel losses on the great lakes are caused by mechanical defects in the compass equipment, which place the captain at a great disadvantage and hazards the safety of the boat," says Alfred D. McNevin, of Cleveland, a compass adjuster. "No matter how careful the captain may be in his methods of navigation, some plan of compass inspection should be devised and required on lake vessels similar to the methods which have proved a success in the United States navy and on vessels of other countries." Mr. McNevin was formerly principal of the Pacific Coast Navigation school, San Francisco. Capt. Mitchell and other owners have expressed gratification at the increased efficiency of officers of their vessels following a similar course of instruction last winter.

On the opening of navigation in 1911 or as soon thereafter as possible, a combined gas and bell-buoy will be established by the Government of Canada to mark the south-western end of Hare Island reef, Thunder Bay, Lake Superior. It will be moored in eight fathoms of water, 11-16 miles s. 87 degrees, w. from Thunder Cape lighthouse, lat. n. 48 degrees 18-6, long. w. 88 degrees 59-2. The buoy is to be of steel, cylindrical, painted red, surmounted by a steel frame supporting the bell and lantern. The light will be white light automatically occulted at short intervals. The illuminant will be acetylene generated automatically. The bell will be rung by the motion of the buoy on the waves.

Capt. A. E. Thompson, of Cleveland, who is interested in the steamboat line between Cleveland and Port Stanley, is the moving spirit in the Grimsby Beach and South Shore Navigation Co., Ltd., which has just been incorporated under an Ontario charter. The head office is to be in Toronto, and the share capital is \$50,000. No steamer has yet been secured for the proposed line, but representatives of the company state that negotiations were going on for the purchase of one.

The keels of the steamers for the Hepburn Co. and for the Toronto-St. Catharines route have been laid on the berth on the east side of drydock No. 1. The frames are now being put up and the plating will be commenced this week.

The annual statement of the Richelieu and Ontario Navigation Company for the year ended Dec. 31, 1910, shows gross receipts were \$1,437,931, against \$1,238,044 for the previous year, operating expenses \$1,016,233, against \$932,918, fixed charges \$58,582, against \$47,563, net profits \$363,115, against \$257,562, an increase of \$105,553.

The Owen Sound dry dock proposition is now awaiting the approval of the plans by the Dominion Government. Mayor Lemon received a letter from Mr. E. Box, the promoter of the scheme, a few days ago, in which he stated that

plans to the Department for their final approval. In the plans as originally submitted, the Government officials took exception to several minor points and required that these be adjusted. Mr. Box has now made all the changes asked for, and has sent them to Ottawa. As soon as the Department approves of them it is likely that there will be "s'ethin' doin'" in the dry dock line. Mr. Box is expected in Owen Sound in about a month.