

E. L. Bond, Chairman of the Marine Underwriters' Association at Montreal, has informed the Dominion Government that two British marine insurance companies have withdrawn from insuring goods upon open policies inward to the St. Lawrence, and have cancelled all their existing policies relating to the same business. He points out that there is a crying need of investigating the currents prevailing off the Newfoundland coast, so that the charts may be corrected and brought up to date. The present charts show a current of four knots an hour bearing in a southerly direction off Cape Race. Mr. Bond states that at times this current sets in from the south, running in northerly at the rate of four knots an hour. Thus the mariner finds himself in a most difficult position, provided the weather is thick, which is too often the case off this shore. He has calculated on a four knot current running south, while as a matter of fact it may have met a four knot current running north, thus he is struggling with an eight mile error. In addition to the uncertainty as to currents, Mr. Bond claims that the fog-signal at Cape Race is an unsatisfactory one, and that there is a dangerous point at Trepassy Bay, which is under the Newfoundland Government's jurisdiction. The Department of Marine has replied, pointing out that Chief Engineer Anderson is inspecting the whole of the lights on the St. Law-

and the U. S. canals at Sault Ste. Marie during July, being 261,997 tons more than in June. The number of vessels passing through was 3,211, carrying 14,201 passengers.

Wm. Leslie, of Kingston, recently secured the contract to raise one of the Reid steamers plying on the Labrador coast, which was sunk there last fall. To carry out the contract the Collins Bay Wrecking and Towing Co. have sent seven car loads of pontoons from Collins Bay to Newfoundland.

It is reported that the str. Oconta, which struck on Rock Island shoal, Lake Ontario, and sank in 117 ft. of water, 15 years ago, having on board a cargo of silk and cotton goods valued at \$125,000, has been sold to a firm of wreckers at Buffalo, who contemplate raising her and salvaging the cargo.

J. Ripley, superintending engineer of the U. S. canal at Sault Ste. Marie, says that the improvements to be made there will cost \$9,000,000, and will give a 21 ft. channel at low water. The canal at present has cost \$10,000,000. When the improvements are completed, the U. S. canal will have 3 ft. greater depth than the Canadian one.

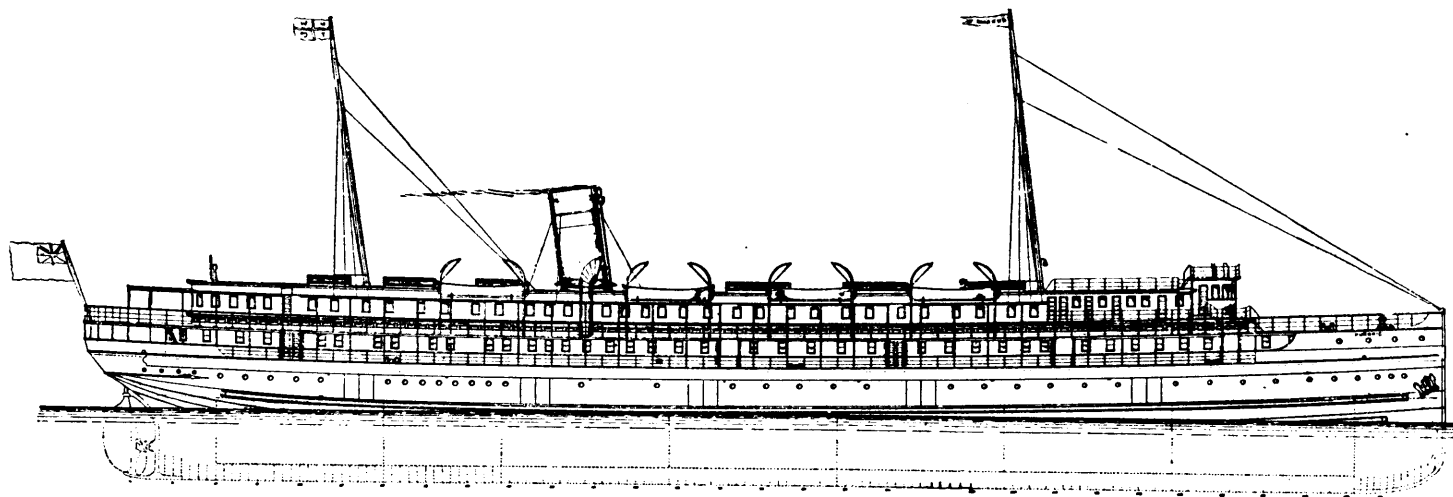
H. S. Folger, General Manager of the Thousand Islands Steamboat Co., has confirmed the report that the Co. intends to build another boat. He says the time has arrived when a large steamer, with a capacity for

ous nor complete. It is contemplated next year to survey Lake Superior.

There has recently been launched on the Muskoka waters a handsome composite steam yacht for W. J. Gage of Toronto, by the Polson Iron Works, Toronto. She is 56 ft. long, 9 ft. beam and has a draft of 3 ft. 6 in. Power is supplied to the screw by a fore and aft compound engine with cylinders 4½ in. and 8 in. diameter by 6 in. stroke, steam being generated by a vertical submerged tubular boiler. The yacht has large cabin accommodation.

The Quebec, Hamilton and Fort William Navigation Co.'s str. Donnacona, Capt. Winter, reached Sydney, N.S., July 30, from Scotland, via Norfolk, Va., and took on a cargo of coal for Montreal. At that port she unloaded and took a general cargo to Hamilton and other lake ports. The Donnacona draws 16 ft. of water and steams 11 knots an hour. She has a capacity of 2,500 tons and will carry iron ore from Lake Superior ports to Hamilton.

Work has been begun at Collingwood, on a steel tow barge for the Algoma Central Ry. Co.'s steamship line. This vessel will be 300 ft. long, 46 ft. beam and 26 ft. deep, with a carrying capacity of 7,000 tons. She will rank among the largest steel tow barges of the lakes and will have all modern appliances.



SCREW STEEL STEAMER HURONIC, BUILDING FOR THE NORTHWEST TRANSPORTATION CO.

rence route, with a view to improving them wherever desirable. During this month he will visit the Straits of Belle Isle to locate the new light promised on the north-east end of Belle Isle. He has recently returned from similar work on the Nova Scotia coast, and a new steam fog-signal will be immediately established at Louisbourg, and a steam whistle at Low Point light station, and some improvements made to the lights on that coast, as the immediate result of the visit. The fog siren machinery at Father Point is ready for installation, and siren machinery for Fame Point has been ordered, but the proposed improvement to the lights on the St. Lawrence and Straits of Belle Isle cannot be made until after his inspection.

Ontario and the Great Lakes.

The Northern Navigation Co. of Ontario has declared a dividend of 5% for the half year ended June 30 last.

The Puritan, an excursion steamer operated between Buffalo and Crystal Beach, Ont., was recently seriously damaged by fire. She was valued at \$50,000, and the extent of the damage is put at \$10,000.

Official reports show that 4,781,072 tons of freight passed through the Canadian

1,500 people, should be put on the river for special excursions. Nothing, however, has been decided as to the kind of boat that will be built.

The number of cargoes of coal arriving in Owen Sound, Algoma Mills, and Fort William recently has been largely in excess of any previous movement of coal into these ports. It is stated that this rush of coal is due to the C.P.R. having entered into a contract with Ellsworth & Co., of Cleveland, Ohio, for the delivery of 1,000,000 tons during the present season.

Measures are being taken to ascertain how much water flows through Detroit river. It has evidently been brought to the attention of someone that there is a leak in the supply, with a probability of several others eventuating within the next few years, and to such an extent as to affect the level of the lakes. Gauges are being placed for the purpose of measuring the discharge, fluctuation in same, etc.

The hydrographic survey of Lake Huron, which F. Anderson is making on the str. Bayfield, will probably be completed this season. The last survey of the lake was made 60 years ago, at a time when vessels on the inland waters did not draw more than 12 ft., and the work was done hurriedly; the number of soundings made was neither numer-

for the quick and economical handling of both ship and cargo. Provision will be made for the carrying of steel rails on her upper deck. She will come out in April next.

The officers of the Northern Steamship Co., a subsidiary of the Great Northern Ry., U. S., state that it is not correct that they will abandon the Chicago-Buffalo route next year and operate their boats only between Chicago and Mackinac. They say that they were doing a big business on the Chicago-Buffalo run before the boats had been running two weeks, and that there is a constantly increasing demand for first-class steamship communication between the two cities.

Efforts are being made to secure a medal from the U. S. Congress for Capt. McDougall, of the C.P.R. Co.'s str. Athabasca, for saving life in Lake Superior. The Athabasca found the U.S. str. Preston waterlogged during a heavy storm, and Capt. McDougall, after 10 hours' work, rescued 11 of the crew. During the work of rescue the steamers came in contact four times, the Preston being damaged on each occasion. One man was crushed to death between the boats while being transferred from the Preston.

The str. Hero, owned by the Ontario and Bay of Quinte Steamboat Co., which was sunk after being on fire some time ago, at Belleville, has been pumped out and raised.