

missed only one connection. In June the Co. will begin to run 4 trips a week to Boston. The Co. expects its new flyer Express to leave England about June 20 & upon arrival she will be placed on the South Shore route.

The Bras D'Or Steam Navigation Co. will not put a steamer on the St. Peter's Mulgrave route this summer. In fact the Co. has practically gone out of existence. The Blue Hill has been sold to Baddeck parties, & will be used by them. The May Queen is laid up, & the Marion is owned by Capt. J. J. Moffat & others. She will run as usual between Sydney & Mulgrave, calling at St. Peter's. A good chance is opened for some enterprising company to put a boat on the St. Peter's route.

Ontario & the Great Lakes.

The Cornwall Canal opened for navigation April 25.

The Massena is doing a thriving business between Brockville & Ogdensburg.

The Canadian cruiser Petrel recently seized 100 U.S. gill-nets & a ton of fish near Port Stanley.

Capt. W. P. Johnston, of Wabigoon, is building some small steamboats on Manitou & Rainy Lakes.

The Minister of Public Works states that a Government dredge will be put at work in Kingston Harbor without delay.

The Maid of the Mist will commence running at Niagara Falls the 1st week in May, Capt. Carter being again in command.

The first boat through the Rideau canal this year was the steamer Quebec, of Kingston, which locked through Ottawa April 30.

The steamer Princess Louise, of Kingston, purchased by Ottawa parties, will be taken to the Capital via the St. Lawrence route.

W. B. Kelly, of Bridgenorth, is putting on a new steamer, the Lady of the Lake, for excursions from Peterboro' to Chemung Park.

Capt. Craig has chartered the steamer John Haggart, & will run her three times a week between Picton & Cape Vincent via Kingston.

The steamer Nellie Cuthbert has been sold to Capt. Carss, Smith's Falls, & she will be placed on the route between Smith's Falls & Perth.

The steamboat people are looking for a big season among the Thousand Islands this year, as the war will prevent people from going to U.S. seaside resorts.

H. Corby, M.P., Belleville, has purchased the steam yacht Skylark, formerly owned by Dodge & Co. She was recently taken from Waubeshene to Belleville.

The steamer Chicora of the Niagara Navigation Co.'s fleet made her first trip this year from Toronto to Lewiston on May 16, & will run regularly throughout the season.

The dock strike among the C.P.R. men at Fort William was settled a few days ago. The men agreed to return to work on a basis of 17½c. an hour. This is ½c. lower than their last demand.

The Rainy River Navigation Co. has issued an illustrated folder, describing its line & the trip between Rat Portage & Mine Centre. The Lake of the Woods is described as a wonderful archipelago.

A deputation from Rat Portage which recently went to Ottawa expresses confidence that the improvement of Ash Rapids, Rainy River Rapids & Fort Frances Lock will soon all be things of reality.

The first steamboat on the St. Clair River was known as the Gratiot. She was a high pressure craft, whose exhaust could be heard

many miles inland. It took her 18 hours to go from Sarnia to Detroit.

Toronto Board of Trade wants Toronto harbor & its approaches made deep enough to accommodate the largest vessels passing through the Welland & St. Lawrence canals, when they are deepened to 14 ft.

The U.S. revenue cutter Gresham, when passing through the Welland Canal, April 24, struck the swing bridge, moving it from its centre & delaying the passage of vessels through the canal for some time.

The steamers United Empire & St. Andrews arrived at Ft. William April 24. Thunder Bay was then pretty full of ice, but they got through an opening. This is the earliest opening of navigation for several years.

The steamer Coaster is undergoing extensive repairs at Davis' shipyard, Kingston. She is being rebuilt & deepened by 2 feet, hull & decks, & will be practically a new steamer when ready for navigation.

The Pioneer Steamship Co., of Wabigoon, is building a 60-ft. steamer to ply on Lake Wabigoon, to connect with other steamers & stage lines, so a regular through line can be had from Wabigoon to Fort Frances.

It is reported that the steamer Cambria, recently purchased by the Donnelly Salvage & Wrecking Co., of Kingston, will ply between Hamilton & Montreal via Bay of Quinte ports in opposition to the Hamilton of the R. & O.N. Co.

The Carmona is likely to be the only boat plying on the east shore route of Lake Huron this year. The efforts made by Goderich & Kincardine to secure a line of good boats for the Windsor-Sault Ste. Marie route have had no success. The Carmona has been very much improved during the winter.

Mr. Stewart, Chief of the Hydrographic Survey corps, with the Government cruiser Bayfield, has been at work in the ship channel leading into Parry Sound. It has been found that a better, deeper & straighter channel can be laid out either to the south or north of the Pancake islands.

The Canada Atlantic & Ottawa, Arnprior & Parry Sound Ry. Co. have secured authority from the Dominion Parliament to construct & operate grain elevators & lines of steamboats necessary to the handling of their western grain carriage business from Duluth to the terminus of their line at Parry Sound.

The Brockville Navigation Co. has been incorporated with a capital stock of \$16,000, headquarters at Brockville; to acquire steam & other vessels for the conveying of passengers, mails, freight & other cargo, & to acquire public parks, athletic grounds & summer hotels.

The 2nd & 3rd of the steel hulls built in Toronto for the C.P.R. Stikine River stern-wheel steamers were shipped April 30 in sections for Vancouver, where they are now being put together under the supervision of Superintendent Troup of the Co's. inland steamers.

The Montreal Transportation Co.'s new barge, Kingston, was launched from the company's shipyards at Kingston, April 16. Her dimensions are 180 ft. long, 36 ft. beam, & 12 ft. deep, with a capacity of 50,000 bus. of grain on the lake & 32,000 at River St. Lawrence draught.

It is said the U.S. revenue cutter Fessenden will have to spend practically all her time this summer enforcing the regulations relative to navigation in St. Mary's River. As she is the only cutter left on the lakes above Niagara Falls, there will be none of the customary patrolling of the lakes by cutters until the war is over. The Gresham was used in St. Mary's River last year.

A recent announcement in Toronto daily papers that Matthews, Crangle & Haggerty had given a contract to a Toronto shipbuilding firm for a grain carrier, 255 ft. long & 34 ft. wide, to ply between Fort William & Prescott is denied by Mr. Haggerty, who says, however, that they are figuring on building a steel steamer, but that nothing definite has yet been decided.

The owners of the fish tug Hazard at Port Dover recently received instructions from the underwriters of Buffalo to proceed to the point where the Western Co.'s steamer Idaho foundered last Nov., for the purpose of locating the wreck. An effort will be made to secure a portion of her cargo, which consisted of green coffee, hardware & sugar. It is authoritatively stated that water will not penetrate sugar in barrels to the depth of 2 inches. She lies in 60 ft. of water.

The 2nd stern-wheel steamer which has been built at Moir's branch shipyard, on Lulu Island, New Westminster, was launched April 19. She is a sister ship to the one launched a few weeks ago, from the same ways. Both are light draught & will be furnished with powerful engines. They have been built for the Klondike Trading & Transportation Co., & in all respects, will be thoroughly well equipped for service on the swift rivers up the coast in connection with the Yukon trade.

The old Government dry-dock rates at Kingston have been re-instated. The Rose-dale was given the benefit of the winter tariff up to April 15, after which her owners were charged \$105 a day. The regulations regarding payment have also been changed. Previously an entrance fee was exacted & the owners of the boat had 10 days after presentation of the dock master's account to settle. In those 10 days the boat would have left the dock & could very easily be outside the jurisdiction. The Department will no longer take these risks & has ordered that all fees must be paid before the vessel leaves the dock.

The Toronto Harbor Master suggests that the wharves along the bay front be designated by numbers instead of names, as the naming from streets or from lessees is very confusing. Lessees are frequently changing, & streets have more than one wharf. Besides the two wharves at the foot of Yonge street, it is proposed to build 3 more to the west, which will still more add to the confusion often arising from the present system of naming. It is proposed to have each wharf numbered according to its position, commencing at Queen's wharf as wharf no. 1, then wharf no. 2, etc.

Capt. Massey, of the steamer Linn, wrote the General Western Agent of the Canada Atlantic Transit Co., April 25:—"I arrived in Parry Sound April 3, at 7 p.m., all O.K. I found no difficulty coming into this harbor drawing 18 ft. of water. We came nearly all the way full speed, & it is the finest harbor I ever saw. It is land locked all round & there is lots of water. They are going to put a gas buoy on the Seguin banks, just outside Red Rock light, & another one about half way in, on a 14-ft. spot that is in nearly mid-channel, & then this will be a good place to come to. It is far better than Midland."

Vessel and marine interests are becoming much alarmed over the continued lowering of the waters of Lake Superior. At Duluth the water is down 30 ins. from last year's level, & is of the same effect as though thousands of dollars' worth of dredging had not been accomplished. The low water is a direct loss to the vessel interests, as it prevents them loading their boats to their normal carrying capacity. The reason for this low water is not clear, & the old talk among vessel men of the subterranean passage to Lake Huron is revived. This is furthered by the fact that