

of the river just below the St. Clair flats canal, right opposite Sarnia docks.

The narrows of Lake Simcoe, at Orillia, are being dredged in connection with the approaching completion of the Trent Valley canal to Lake Simcoe at Cambridge.

Oldfield Bros., Point aux Barils, are reported to have placed an order for a new passenger steamer to run between that point and Parry Sound, to be delivered in June, 1903.

The Department of Marine has let a contract to J. Battle, Thorold, for the construction of two bridges over the Welland canal at Stone bridge and Junction bridge respectively.

It is reported that F. W. Wheeler, a former shipbuilder at Bay City, Mich., has been negotiating with F. H. Clergue regarding the location of a shipyard at Sault Ste. Marie, Ont.

The Rainy River Navigation Co., which operates steamers on the Lake of the Woods, Rainy river, and Rainy lake, Ont., has been licensed under the Ontario Companies' Act, G. A. Graham, of Fort William, being named its attorney.

The Midland Navigation Co. has been awarded \$4,590 damages, less expenses of the vessel, against the Dominion Elevator Co., for failing to furnish a cargo of grain at Fort William, in Dec., 1901, for the Midland Queen, according to charter.

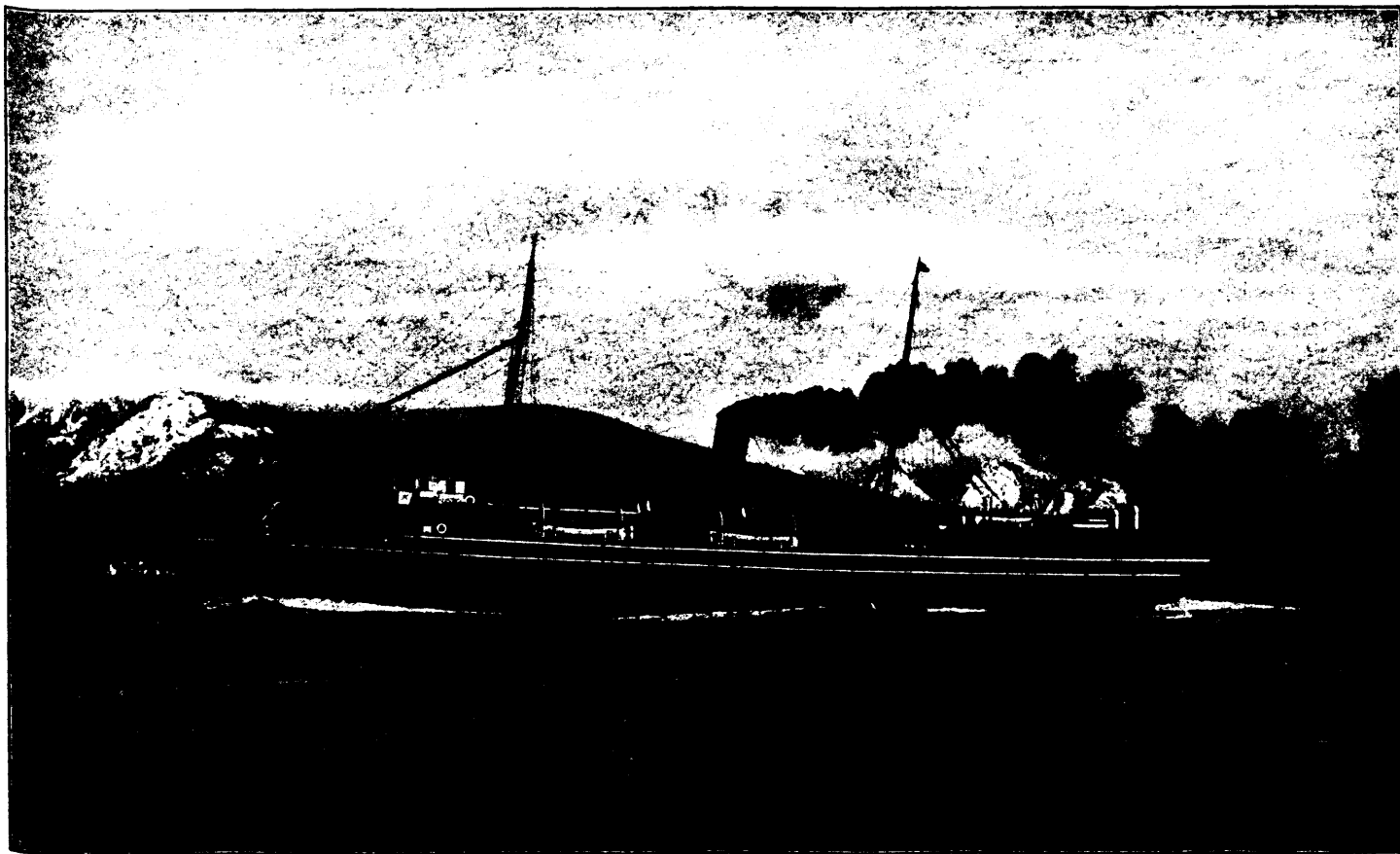
The Algoma Central Steamship Co. is reported to be negotiating for the construction of an additional steamer for passenger and package freight for service on a run to take in Parry Sound, Midland, Penetanguishene and other Georgian bay ports.

The U.S. Government has invited the Can-

W. J. Brown states that it is his intention to keep the str. Pittsburg on the run from Owen Sound to Sault Ste. Marie, Ont., as the first of a new line of steamers. Hitherto the Pittsburg has been engaged in the excursion traffic from Detroit, Mich., to Sault Ste. Marie during the summer months, and in the freight business from Owen Sound during the balance of the season of navigation.

The dipper dredge Sir Wilfrid, built by the Polson Iron Works, Toronto, for W. J. Poupore, Montreal, while being towed there, encountered a storm off Port Hope, Ont., and sank in about 65 ft. The dredge cost \$62,000 and was insured for \$40,000. The loss will fall on the builders, as their contract called for delivery at Montreal. An effort will probably be made to raise the dredge.

The traffic passing through the Canadian



THE CANADIAN PACIFIC NAVIGATION CO.'S STEAMSHIP PRINCESS MAY, ON THE VICTORIA-VANCOUVER-SKAGUAY ROUTE.

The Knapp tubular boat has finally sailed from Lake Ontario, and is being taken to Sydney, N.S., where it is proposed to establish a shipyard to build this type of steamer for freight purposes.

Capt. Roys, of the str. Rival, was recently fined \$100 and costs at the instance of the Department of Marine, for navigating his steamer to ports in Ontario beyond those for which he held a certificate.

The Rideau Lakes Navigation Co. has decided to order a new steamer for the Kingston-Ottawa route. It will be 3 ft. narrower than the Rideau Queen, but similarly fitted, and will be ready by June, 1903.

The schooner H. A. Barr, with iron ore for Buffalo, N.Y., sank off Long Point, Lake Erie, recently, the crew being saved by the Theano. Both vessels are owned by the Algoma Central Steamship Co., Sault Ste. Marie, Ont.

adian Government, through the British embassy, to appoint commissioners to co-operate with U.S. commissioners, to investigate and report upon questions connected with changes of level of the Great Lakes.

The Turret Chief landed her first cargo of grain from Fort William at Midland, Ont., Sept. 29. The fourth of the vessels has now arrived on the lakes, and they will all be engaged to the end of the season. They will probably be laid up on the Georgian Bay for the winter and refitted.

A writer in a recent issue of the Globe points out that although there has been such a great increase in the tonnage passing through the Sault Ste. Marie canals, the percentage carried by Canadian bottoms in 1901 was 4%, an increase of 1% since 1898, while in 1896 and 1891 the percentage was also 4%.

and the U.S. canals at Sault Ste. Marie, from the opening of navigation to Sept. 30, was 26,312,925 tons against 20,369,065 tons in 1901. The following are the figures for the Canadian canal:

	1902.	1901.	Increase or Decrease.
Apr. 5 to May 31 ..	532,188	151,679	380,509+
June.....	1,118,564	1,235,055	116,491—
July	523,936	276,644	247,312+
Aug	639,858	295,175	344,683+
Sept.....	560,031	201,229	358,802+
	3,374,577	2,159,762	1,214,815+

+Increase. —Decrease.

The masonry of the hydraulic lift lock at Nassau lake, on the Peterboro-Lakefield section of the Trent Valley canal, which has been under construction for about six years, was completed Oct. 8. The lock is constructed entirely of cement and concrete—30,000