

Ontario and the Great Lakes.

The Oakville Navigation Co. has chartered the str. White Star for the Toronto-Oakville route this year.

The Toronto Ferry Co. is having built at Oakville, Ont., a screw ferry steamer 95 ft. long, and 15 ft. beam.

J. Playfair & Co., of Midland, Ont., have purchased the tug Traveler for use in connection with their lumber business.

The str. Edna, which was burned in 1901, is being rebuilt at Parry Sound, and will have a new boiler, tested to 150 lbs. pressure.

The Midland Navigation Co. has been granted supplemental letters patent authorizing it to increase its capital from \$200,000 to \$400,000.

The gates for the Port Colborne lock of the Welland Canal have been put into position, and it was expected that the canal would be opened for traffic April 28.

The liquidator of the Prescott Elevator Co. (Ltd.) is offering for sale by tender the elevator at Prescott, together with the 8 barges and a steel tug owned by the Co.

Press reports state that Folger & Co., of Kingston, will inaugurate a daily passenger and freight service between Toronto and Montreal in June, the steamers leaving Toronto in the morning.

We are officially informed that there is no truth in the press report that the steamers of the Canada Atlantic Transit Co. will carry passengers this season between Parry Sound, Ont., and Chicago, Ill.

The str. Montauk, recently purchased by the Algoma Central Ry. Co.'s steamship line, for the upper lakes, has reached St. John's, Nfld., where her registry has been changed from a U.S. to a British one.

The Trent Valley Navigation Co. has placed an order with a Kingston firm for a 55 ft. tug, and is having the str. Ogema widened to the full width of the guardrails. The latter work is being done at Bobcaygeon.

W. A. Duperow, heretofore chief clerk in the office of the District Passenger Agent G.T.R. at Toronto, has been appointed General Manager and Secretary-Treasurer of the Huntsville, Lake of Bays and Lake Simcoe Navigation Co.

A. P. Cockburn, manager of the Muskoka Navigation Co., has issued a letter to the shareholders which occupies 16 pages of printed matter. It deals with the history of the Co. and with his business and political biography since 1865.

A new company to be called the Ottawa and Rideau Lakes Rapid Transit Co. is in course of formation at Kingston with the object of operating a daily service between Kingston and Jones' Falls. J. C. Judd is one of the promoters of the Co.

The Port Stanley Navigation Co.'s steamer, which is being built at Port Stanley, is expected to be ready by May 24. The launch took place early in April, when the vessel was named the J. Ellison. She is 100 ft. in length, and will carry 300 passengers.

L. D. Holden, Cleveland, Ohio; J. M. Diver, E. C. Barre, F. Coleman, and F. F. Pardee, Sarnia, Ont., have been incorporated under the Ontario Companies' Act as the Sarnia Log-towing Co., with a capital of \$1,000, to carry on a towing business.

It is reported that the Lake Erie and Detroit River Ry. has decided to abandon Port Stanley as the terminal for the coal ferries from Conneaut, Ohio, and to make Rondeau its port. A contract for a coal hoist to cost \$50,000 at the latter point has been let.

The steamers Lakeside and Garden City, owned by the Niagara, St. Catharines and Toronto Ry., have undergone extensive re-

pairs and refitting during the winter, the former at St. Catharines and the latter at the yard of the Polson Iron Works, Toronto.

The str. Rival, of Kingston, has been purchased by A. W. Hepburn, of Picton, for the Bay of Quinte service. The Rival was built at St. Colombin, Que., in 1873, her dimensions being: length, 120 ft.; breadth, 23 ft.; depth, 8 ft. 4 in.; tonnage, gross 125, register 35.

The Minister of the Interior in the House of Commons recently informed M. K. Cowan that permission had been given for the U.S. to proceed with the improvements to the channel in the Detroit river without regard to the exact location of the international boundary line.

A new company purposes to operate steamers between Toronto and Port Dalhousie this season in competition with the Niagara, St. Catharines and Toronto Ry. Co. It is reported that the A. J. Tymon has been chartered for the line, and that a second steamer will be brought in from New York.

The Owen Sound and Georgian Bay Park and Summer Resort Co. (Ltd.) has purchased from the assignee of the Toronto Navigation Co. the screw str. Canada, operated last year between Toronto and Youngstown, the price paid being about \$6,000. The Canada was formerly the Queen City, and was originally the Steinhoff.

J. J. McCaffery, Toronto, has purchased the Mazeppa, at one time owned by the Hamilton Steamboat Co., and will, it is reported, put the steamer on the Bay of Quinte run. The Mazeppa was built at Toronto in 1884, her dimensions being: length, 101 ft.; breadth, 20 ft.; depth, 5 7-10 ft.; tonnage, gross 146, net 87.

At the last session of the Ontario Legislature an act was passed confirming a by-law of the township of Pelee authorizing the issue of \$7,000 debentures for the purpose of subsidizing by way of loan C. Wigle, Amherstburg, to enable him to establish an efficient steamer service between Pelee island and the mainland.

The Lake Carriers' Association of the U.S. is protesting against the projected new power canal at Sault Ste. Marie, Mich., and has induced the War Department at Washington to send a committee of engineers to investigate water levels at that point. The Consolidated Lake Superior Power Co. is building a dam with a view of preserving the levels.

J. Parkin and J. Carew, of Lindsay, have purchased the screw str. Sunbeam, hitherto running between Lakefield and Chemong, and will put her on the service on the Trent Valley canal to open up new routes through the Rosedale lock. The Sunbeam is licensed to carry 220 passengers, her dimensions being: length, 85 ft.; breadth, 18 ft.; depth, 4 ft.

The investigation ordered by the Department of Marine into the loss of the Marine City in Georgian Bay, and of the conduct of Capt. Malone, of the steamer India, in relation thereto, has resulted in Capt. Malone being exonerated from all blame, as he had done all that was possible to rescue the crew. One of the three members of the court dissented from this finding.

The Canada Atlanta Transit Co. will operate the following steamers from Depot Harbor, Ont., to Duluth and Chicago, during the season: Yale, 200,000 bush. capacity; Kearsarge, 150,000 bush.; Arthur Orr, 145,000 bush.; George N. Orr, 142,000 bush., and Ottawa, 110,000 bush. The fleet is the same as last year with the exception of the Yale, which replaces the W. L. Brown.

The Minister of Marine recently stated in the House of Commons that four or five new lights were to be placed in the Georgian bay district during the year, and work on the

hydrographic survey of Lake Superior would be prosecuted this season. The survey of lake Huron had been completed and the charts were being engraved at the hydrographic office in London, Eng.

The Minister of Public Works recently informed E. F. Clarke in the House of Commons that the deep-water channel at Sault Ste. Marie had been dredged by the U.S. Government in Canadian waters with the approval of the Canadian Government. The work of completing the Canadian channel and constructing a pier for steamers at Sault Ste. Marie, Ont., would be shortly completed.

The Collingwood Shipbuilding Co. has elected the following officers for the current year: President, J. J. Long; Vice-President, A. McDougall; Secretary-Treasurer, T. Long; other directors: C. Cameron, P. M. Campbell. The Co. has made arrangements to commence work at the dry dock at once, increasing its size to 530 ft. by 76 ft., so as to accommodate the largest vessels on the lakes.

The Rockport, Ont., Navigation Co.'s officers for the current year are:—Directors, G. H. Burrows, D. Wilson, J. Cook, A. E. Haffie, J. A. Davis; Manager, J. A. Carnegie, Rockport; Sec.-Treas., R. Poole, Poole's Resort. The Co. was rather unfortunate last year, having several breakdowns, but the boat is being repaired, and under the new management better results are hoped for this year.

The Midland Navigation Co. has placed an order for a steel steamer of the following dimensions: length, 369 ft.; breadth, 48 ft.; depth, 28 ft. The engines are to be triple expansion, the cylinders being 20 ins., 33 1/2 ins., and 55 in., with a stroke of 42 in., to which steam will be supplied by two boilers 12 ft. 10 in., by 13 ft., tested to 185 lbs. The steamer will be named the Midland King, and is to be delivered in 1903.

A controlling interest in the Rideau Lakes Navigation Co. is said to have been acquired by the New York Central Rd., and it is stated that a new steamer to be named the Rideau Prince is to be built, so that with the Rideau King and Rideau Queen, a daily service between Kingston and Ottawa can be operated. The new steamer will be 112 ft. long, 28 ft. beam, draft 4.6 feet, speed 14 miles an hour, and will be completed in about ten months.

The Minister of Public Works recently stated in the House of Commons that the following sums had been expended on harbor improvements in Ontario:

	Harbor works.	Dredging.	Total.
Collingwood.....	\$280,203	\$138,274	\$418,477
Meaford.....	97,499	26,602	124,101
Owen Sound.....	262,693	39,104	301,797
Warton.....	71,579		

Of these sums \$25,161 was expended at Collingwood during the present financial year; \$18,380 at Meaford, and \$13,516 at Owen Sound.

The Dominion Court of Appeal sitting at Ottawa has heard the arguments and reserved judgment in the appeal by the Crown against the judgment of the Exchequer Court in the case of the King vs. the Algoma Central Ry. Co., to recover the amount of duty at the rate of 35 % on the value of the Minnie M., a steamer purchased in the U.S., which the A. C. Ry. Co. claims can be given a British registry in Canada without paying duty. This contention was upheld by the Exchequer Court, on the ground that the duty on vessels was not specifically imposed by the Customs Tariff Act. (Feb. pg. 75.)

W. Southam, R. O. MacKay and A. B. MacKay, of Hamilton; R. H. Knight, J. C. Boyd and W. B. Rosevear, of Sault Ste. Marie, have been incorporated under the Ontario Companies' Act, as the New Ontario Dock and Coal Co. (Ltd.) with a capital of \$100,000. A plan of the dock proposed to be built at Sault Ste. Marie has been deposited