

OCEAN, LAKE & RIVER.

Ontario & the Great Lakes.

The steamer Tecumseh is having a new boiler plant installed at Toronto.

The iron steamer Seguin, 200 ft. long, is being lengthened about 40 ft., in Toronto.

The S.S. Telegram has been put on the route between Collingwood & Michipicoten.

Capt. D. Milloy is getting things in shape for the opening of business at the Yonge St. wharf, Toronto.

The Straits of Mackinac opened Mar. 28, the earliest opening for the 63 years of which records have been kept.

It is said \$33,000 were paid for the Rose-dale by the Edwardsburg Starch Co., & it is estimated the repairs will cost \$24,000.

It is said to be on the cards to organize a company with a capital of \$3,000,000 to navigate the Great Lakes & St. Lawrence River.

The steamer George H. Dyer, recently purchased for the "Soo" line route between Gladstone and Owen Sound, will hereafter be known as the Hennepin.

The Minister of Public Works has assured the Winnipeg Board of Trade that he will take up the matter of improvements required in connection with navigation at Fort William.

The D. G. S. Bay field, which has been on the Owen Sound dock during the entire winter, has been taken off & her place taken by the D. G. S. Petrel & the steamer Joe Milton.

Capt. R. C. Clapp has arrived in Toronto from his home at Picton & has begun to fit out the steamer Chicora, which will go on the Niagara-Toronto run about the middle of May.

W. A. Geddes is making preparations at his Yonge street wharf, Toronto, for a big traffic this season. His apartments at the wharf have been enlarged by the addition of a private office.

The proposal to put ice-breakers in Mud Lake & Kaministiquia River will be considered by the Government. The proposition is new to the present Government & may not be entertained this year. But it is bound to come.

The Toronto Harbor Board has met & awarded the contracts for dredging for this season to McNamee & Simpson. Owing to the water being higher this year than usual there will not be so much dredging required. The contract calls for 22,000 yards, & the price is about \$3,000.

The American Line on the St. Lawrence River is making alterations & general repairs to its entire fleet at Kingston, & when the season opens the steamers will be in even better condition than last season. This Co. is spending considerable money in the way of improving its boats.

The C.P.R. Upper Lakes steamships lying at Owen Sound have been undergoing their annual painting. There is very little change in the interior decorations, the main color being pure white, with the panels rubbed down to a dead finish & cornice & capitals picked out with gold & lavender.

It is expected the steamers running in connection with the Merchants Line will be placed on the same routes as last summer. The Cuba & Melbourne will run between Montreal, Toronto & Cleveland; the Michigan between Montreal, Toronto & Duluth; & the Tilley & Arabian between Duluth & Prescott.

During the coming summer the C.P.R. does not intend to resume its service between Windsor & Port Arthur & Fort William. The Co.'s steamers, Alberta, Athabasca & Manitoba, will run all season from Owen Sound, giving a prompt & satisfactory service with a sailing every alternate day. Shippers will

appreciate the value of such a service when given by a fleet like that owned by the C.P.R.

The Kingston & Montreal Forwarding Co. has secured the contract for carrying grain from the new elevator at Coteau Landing to Montreal. The grain will be carried from the west to the elevator over the Canada Atlantic Ry. It will be carried to Parry Sound by vessel, & there transhipped into cars for Coteau. This change may necessitate the removal of the Forwarding Co.'s business from Portsmouth.

Efforts are to be made to reduce the dangers to navigation at Charity Shoal, Lake Ontario, where the Toronto steamer Rose-dale got into trouble. It is probable special attention will be given to the marking of the shoal. There are sharp rocks in great numbers on the shoal, which covers 4 or 5 acres. While there is an average of 10 ft. of water over the shoal, there is less on top of the rocks in some places.

A gang of workmen has been engaged for some time back on the Cambria at Sarnia making such repairs as would enable her to float. A steam pump will be put on board her & she will be pumped out; she will then be moved down to the waterworks wharf & a new rudder shipped, & she will then be taken down with her own steam to Lake Ontario, where her owners, Donnelly Bros., of Kingston, intend to have her rebuilt.

The Hamilton Steamboat Co.'s Clyde-built steamer Macassa commenced regular trips between Toronto & Hamilton the first week in April. Having been repainted & overhauled, she appears brighter & better than ever, & with her enlarged promenade deck & steam-heated main deck, cabin & ladies' cabin, will no doubt grow in popularity with the travelling public. The sister boat, Modjeska, will not take her place on the run till some time in May.

The water in Lake Ontario is deeper than it has been known at this time for many years back. If it keeps up as it is now there will be plenty of water in the lower canals, & steamers will be able to load to their full depth. At the head of Lake Superior, however, the water is said to be 20 ins. lower than it was in August last, & it has not been so low before in many years. At Sault Ste. Marie, too, it is 12 ins. lower than it was this time last year, which means a great deal to large carriers.

Assistant U.S. Engineer J. Ripley has been appointed General Superintendent of St. Mary's Falls ship canal at Sault Ste. Marie, Mich., to succeed E. S. Wheeler, Engineer on the Nicaragua Canal Commission. Mr. Ripley has been in the employ of the Government at the Sault since 1877, when he was appointed Inspector of Masonry on the Weitzel lock, which position he held until that work was completed in 1881. He has been in active charge of the channel improvements on St. Mary's River.

The motion to wind up the Georgian Bay Ship Canal & Aqueduct Co. was argued in Toronto Mar. 31, after many delays & postponements. R. C. Clute made the motion on behalf of the New York Journal Co., which has an advertising account of about \$2,000 against the Co. Counsel for the bondholders & Co. stated that all the assets of the Co. were pledged to the bondholders, & argued that if a winding-up order were granted the Journal could, therefore, get nothing. Judgment was reserved.

The Calvin Co., Garden Island, Ont., is building a composite freight steamer at its own works there. The dimensions are:—Length 200 ft., beam 37 ft., hold 15 ft. The engine is triple expansion 18 x 30 x 48 ins., 30 ins. stroke, and is being built by the Calvin Co. The 2 Clyde type marine boilers, each 11 ft. 4 ins. diameter, by 12 ft. long, to pass Government inspection for 170 lbs., working

pressure, are being built by the Polson Iron Works, Toronto. The estimated cost of the steamer complete is \$70,000.

Henry Beatty has in his office, in Toronto Union Station, a frame containing exterior & interior views of the S.S. Tartar, recently purchased by the C.P.R. for the Vancouver-Wrangle route. They were given him in 1882 by Aitken & Mansel, of Glasgow, who built the Tartar for the Union Steamship Co., of London, Eng., at the same time as they were building the S.S. Athabasca & Algoma for the C.P.R.'s Upper Lakes route under Mr. Beatty's supervision. It is a strange coincidence that the Tartar has now passed into the same ownership.

It is said the fast steamer Unique, built 3 years ago for the Detroit & Port Huron route, is to be sold to Canadian parties & run between Toronto & Port Dalhousie. Mr. Slaght, of Toronto, representing the purchasers, has been in Port Hope negotiating for the boat, & it is said arrangements for the transfer are about complete. If the deal goes through the boat will be thoroughly overhauled, & as soon as she is converted into a Canadian vessel her name will be changed to the Maple Leaf. The consideration agreed on is said to be \$25,000.

The Canada Atlantic Railway is going to be a factor in the grain trade this coming season. The steamer Lynn has been chartered to take 350,000 bushels of corn from Chicago to Parry Sound at 1st open water, for export from Montreal. This makes about 500,000 bushels that have been taken at 5¼ c. a bushel on corn & 6 c. on wheat through from Chicago to Montreal. The 5 steamers which the Canada Atlantic has engaged between Chicago & Duluth to Parry Sound will, it is said, deliver 15,000 tons a week, & other steamers may also be expected to engage in the trade to Parry Sound.

McLeod Stewart delivered an address on the Georgian Bay ship canal before a Committee of the Senate at Ottawa recently. He said that what was wanted from the Dominion Government was \$300,000 a year for 20 years. Lord Lansdowne, Lord Selborne & Joseph Chamberlain were in favor of the project. A subsidy might also be obtained from the Imperial Government. Gates would be opened by electricity in 12 seconds, & everything would be up-to-date. The cost of construction would be \$20,000,000. Mr. Stewart said if money from the Government was forthcoming he would have the work started on the canal before July 1.

The Winnipeg Commercial says there are over 100 steamers on the Lake of the Woods, 45 of them go up & down the Rainy River, & some 15 or 16 ply on Rainy Lake, above the proposed locks at Fort Frances. The contemplated improvements would open up continuous navigation through a chain of lakes with 2,000 miles of coast line. The new town of Mine Centre, situated on the Seine River, about 45 miles east of Fort Frances, has a population of about 600. An appropriation was made last session to build the lock at Fort Frances, but the work has not been done yet. The construction of this work would be of great value to all the region tributary thereto.

The longest lake steamer now afloat is the Sir William Fairbairn, which measures 434 ft. over all. But a steamer now being built at West Bay City, Mich., will be 42 ft. longer, or 476 ft. in length over all. On the keel the boat will be 456 ft. in length, & the breadth of beam will be 50 ft., while the depth of hold will be 29 ft. The capacity of this boat, on a draught of 17 ft. of water, is estimated at 6,100 tons of iron ore. The machinery will consist of a quadruple expansion engine with cylinders, 26½, 37, 54½ & 80 ins. in diameter, by 42 ins. stroke. Steam will be supplied by