

wrecks, that we realize the extent of these bodies of water and the loss of life and property that storms upon them may imply, crowded as they are with steam and sail craft.

A statement recently made public shows that the season of navigation just closed has been characterized on the lakes by an unusual destruction of property and loss of life. There were lost in 1893, in navigating the great lakes, 123 lives. Coincident with these sad fatalities no less than 53 boats passed out of existence whose aggregate burthen was 24,258 tons. The cost of these craft is placed at more than a million dollars (\$1,040,000). Besides these, there were partial losses by stranding, collisions and fire, which bring the grand total losses on boats to \$2,112,588. Taking the lakes separately, we are told that the loss of life was: On Lake Erie, 59; Lake Huron, 33; Lake Superior, 10; Lake Michigan, 12; Lake Ontario, 4; Detroit River, 5; total, 123 lives. It appears that the loss of life this season is the largest since 1887, when the total number who perished was 204. Nearly half of these 123 persons thus lost their lives on Lake Erie, the shallowest of all the lakes, its average depth being only 75 feet, while it has nowhere more than 200 feet of water. The small but deep Lake Ontario shows a small loss of life. Mighty Superior, 360 miles in extent from east to west and 160 miles across, with a depth in parts of a thousand feet, shows less fatalities than Lake Michigan; while the large proportion of Lake Huron in the list is mostly to be accounted for by the collision of the steamers "Philadelphia" and "Albany." In the records of the lake marine the great storm of Oct. 14th finds no equal for destructiveness. Not counting cargoes, except on boats which were totally lost, the property destroyed during that storm amounted in value to \$484,327, and 52 lives were lost. Next in severity was the big east gale of April 18th, when eight lives and property valued at \$280,000 were lost. Practically all the losses by collision were due to fog.

While it would appear that steel and iron boats have suffered most severely, it must be borne in mind that the percentage of loss on them is much higher than on wooden boats of the same build and class, from the more expensive nature of their construction. The losses from collisions amounted in the aggregate to \$877,487; from strandings, \$848,578; from fire, \$247,000; from foundering, \$509,548; dismantled and disabled, \$180,000. The aggregate insurance losses on hulls for the season are estimated at \$1,100,000, and of these the total losses reach \$614,000. Having given these totals, in a very stormy season, it may prove suggestive if we briefly sketch a few individual instances of recent disaster to show our readers what hardships have to be endured by seafaring men close to our own doors:

In the first week of December the steamer "F. W. Wheeler," coal laden from Buffalo to Chicago, went ashore three miles east of Michigan City at 2 o'clock on Sunday morning. At first the life-saving crew went to her, but the captain declined assistance, and telegraphed for two tugs with hawsers. His boat was lying easy on sandy bottom. At noon the

wind shifted from southeast to northwest and blew a gale. The crew of the "Wheeler" signaled for the life-saving crew to take them off, as the sea was washing clear over the boat. The life-saving crew launched their boat off the ice banks which lined the shore and made two trips, bringing nine men in the first load and remaining seven in the second, landing them all in safety. The steamer was not insured. On going to the wreck of this boat the tug "W. R. Crowell" foundered six miles from the Indiana shore in Lake Michigan in fifty feet of water, Sunday evening.

With their steamer's topmast for a rudder post, and rigging for a rudder, the crew of the steamer "Myles" succeeded in bringing their boat into port at Owen Sound on Tuesday. For over seventy hours they had been adrift. The "Myles" was bound for Owen Sound with wheat from Fort William, and when off Cabot's Head on Saturday her rudder was carried away in the gale. She drifted all that night, and on Sunday afternoon was in sight of Christian Island. With ingenuity born of desperation, the crew took down the topmast and rigged up a temporary rudder. The steamer's progress was slow, but she finally reached port in safety.

No boats passed up on Wednesday, says the Amherstburg *Echo* of December 8th, the continued cold weather making the ice floes much heavier and thicker, so much so that seven boats were reported fast in the ice off Colchester (Lake Erie).

Yesterday, (Thursday) morning, Alexander Hackett, at Colchester, reported that there were ten boats in the ice in sight of his place, some of them making headway and others were fast frozen. At 11 o'clock four of them passed here. They were the "Sitka," "City of Berlin," "Chemung," and "C. W. Elphicke." The "White Star" and consort are fast in the ice off Colchester and made no progress yesterday. The "Aurora" and her two consorts got out of the floe they were fast in at Colchester, but got stuck again about two miles below Bar Point. A despatch from Kingsville, yesterday morning, stated that five boats were in the ice of that place. The ice in the lake was from six to eight inches thick. The "Wotan" and "Saginaw Valley" started out from Amherstburg yesterday afternoon with the tug "Swain" ahead to open the way for them. The "Harlem" was reported aground off Colchester. She had not moved from where she was on Wednesday noon.

The steamer "Waldo A. Avery," from Chicago to Buffalo with 70,000 bushels corn, burned in the straits of Mackinac. The burning boat was beached at McGulpin's Point, five miles west of Mackinac. Both steamer and cargo were totally destroyed, but the crew all escaped in safety. The fire started in the lamp room.

A later issue of the same journal says that on Thursday night the steamer "Neosho," bound up, reported that the "Harlem," 2,300 tons, was flying signals of distress off Kingsville, but she could not get to her. The south wind on Friday caused the ice to block up the passage. A group of five steamers passed down together, but all got fast at Bar Point. On the same day the ferryboats "Promise" and "Excelsior," going to the "Harlem," loosened the ice so these five got free, but three of them became fast again after going about five miles. The ferryboats "Promise" and "Excelsior" are Detroit boats, built with rounding bows which run up on the ice and crush it down. They eventually released the "Harlem," which got into Detroit River and continued her cold voyage northward. They also reached the other five and got them out of the ice floes after hard work. On the next Tuesday, the same ferries left Detroit to rescue the steamer "Livingstone," fast in Lake Erie ice off Kingsville with some of her forward plates loose, and she was leaking. About 100 tons of her cargo were thrown overboard and 400 tons lightered on the "Promise." The "Livingstone" was brought up and reached Detroit on Wednesday afternoon.

—Says the Vernon, B.C., *News*: On Saturday the first shipment of hops from the Okanagan country to England was made by the Coldstream ranch. A car containing about seven tons was consigned direct to London, and the hops were in first-class condition; it is expected that they will command a good price in the English market.

A MEMORABLE STORM.

No one who saw the prodigious mass of fallen telephone poles and wires that blocked Bloor street on Saturday last is likely to forget that striking spectacle. Sleet had formed in the night upon the great stretches of wires so thickly that its weight, when the high wind set the ice-clad wires oscillating, at last broke down pole after pole, 12 to 15 inches through, and from Yonge street to Avenue Road not one was left standing. Night and day ever since the company's men have been at work all over the city restoring connections, and, considering the extent of the ravages made by the storm, they have done well for their subscribers. Their country exchanges have suffered severely too.

Nor were the other electric companies much better off. The Street Railway was disabled for a day; the telegraph companies lost poles and wires in all parts of the city. But the damage in the country was enormous. The Great North Western Company declares the storm of Friday is the worst in its history, or recorded by its predecessor. The wind was from the south-east and the railway telegraph wires east and west suffered most, though up the Northern Railway as far as Newmarket devastation has been done. "You may state," say Messrs. J. T. Townsend, Grand Trunk telegraph inspector, and A. B. Smith, G. N. W. Construction Supt., "that in the territory from Cobourg to Guelph, and as far back as Uxbridge and Erin, not a single stretch of wire, railway or other, escaped that storm. The ice was as thick as your wrist on wires and poles, and before the repairers could even climb the poles we had to pound the ice off them as best we could. Every available man who can put on a pair of spurs and splice a wire has been called out. It will take weeks of time and a great deal of money to put wires as they were." On the highways, it was no uncommon sight to find farmers' teams hauling the debris of broken poles and dangling wires to one side of the road so that vehicles could pass by.

Luckily the variety of connections in every direction possessed by the G. N. W. Company enabled it to handle almost all the business offered, though to do so the messages had often to make curious roundabout journeys. For example, a telegram from Toronto for Barrie could not be sent over the ordinary route—it was therefore despatched to Buffalo, which office forwarded it to New York—New York sent it to Montreal and Montreal through Kingston to Lindsay, then Lindsay communicated it to Barrie. Much of this kind of roundabout sending has still to be done. It was only yesterday that direct connection between Toronto and Montreal was re-established by this company; it had been interrupted since Friday p.m. The C.P.R. Telegraph has suffered greatly too, but has made great efforts to handle its business and is getting slowly into shape all along the affected district.

BANK OF OTTAWA.

The address of the president to the shareholders of this bank at the annual meeting last week dwelt largely upon the condition and prospects of the lumber trade and our relations with the United States. This is to be expected when we remember that this bank does business in a lumber centre, and when Mr. Magee assures us that nearly one-half the entire exports of lumber made in the Ottawa district go direct to the United States. The demand for