

this position. The master and officers of the Sagamo are exonerated from blame. The court desires to bring to the notice of the Manager of this company, the grave responsibility that rests, not only with the officers of the vessels, but with himself. Too great care cannot be taken on board passenger vessels in seeing that the masters and officers are thoroughly competent and sober. It appears by the evidence that on previous occasions it was known to the Manager that mate Ariss had been under the influence of liquor on duty, and the court considers that, being aware of this fact, the company should not have kept this officer in such a responsible position, where the lives of numbers of passengers might at any time be left in his sole charge."

Hudson Bay Co.'s Steamboat Service.

This company has now a complete service covering the ocean journey to the Labrador coast, and Ungava, Churchill, York and Moose Factories in Hudson Bay, and all the navigable streams in the interior waters of Northwest Canada. Following is a list of the steam vessels which will be operated during the year, together with their respective routes:

Discovery—London, Eng., to Hudson Bay.
 Pelican—London, Eng., to Labrador, Ungava and Hudson Bay points.
 Port Simpson—Stikine and Skeena Rivers, B.C.
 Hazelton—Stikine and Skeena Rivers, B.C.
 McKenzie River—McKenzie River, B.C.
 Wrigley—McKenzie River, B.C.
 Peace River—Peace River, Alta.
 Messenger—Peace River, Alta.
 Grahame—Athabasca River, Alta.
 Primrose—Athabasca River, Alta.
 Saskatchewan—Saskatchewan River, Sask.
 Churchill—Churchill River, Keewatin Terr.
 Lac Seul—Lost Lake and Lac Seul, Keewatin Terr.
 Inenew—James Bay.
 Eskimo—James Bay.
 The whole of the company's transport service is directed and supervised from Winnipeg, where the head office for Canada is located.

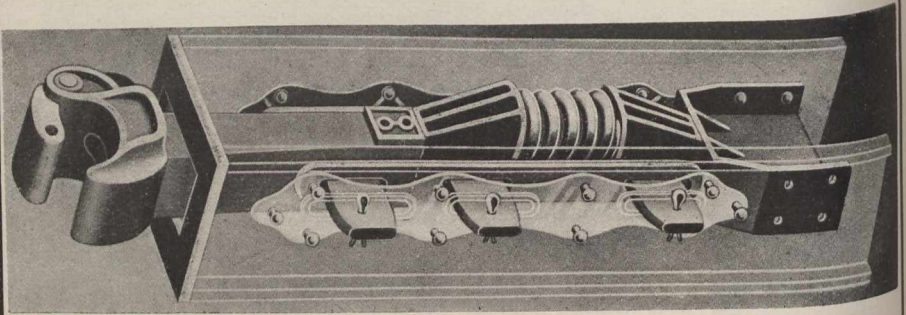
The St. Lawrence Power Development.

C. J. Smith, President; A. A. Wright, H. A. Calvin, L. Henderson and F. King, counsel, representing the Dominion Marine Association, waited on the International Waterways Commission in Buffalo recently, and presented a memorial, of which the following are the main points:

"In pursuance of the opportunity afforded by your commission, we have caused careful examination to be made of the plans submitted by the Cedars Rapids Manufacturing and Power Co. respecting its proposed works in the Cedars Rapids of the St. Lawrence River, and submit that the proposed works, if permitted to be undertaken, would very seriously interfere with the interests of navigation on the St. Lawrence, by diverting water from its present channels, by completely barring other necessary channels, by overloading and congesting the canal at this point, by entailing risk of accident in the proposed works and possible blockades, and by causing derangements of present conditions, the consequence of which it is impossible for expert engineers or others to estimate with any degree of certainty.

"It appears that the proposed works would completely bar the river to The Calvin Co., whose rafts are obliged to take the channel now proposed to be closed; and that the channels now available for certain boats of the Richelieu and Ontario Navigation Co.,

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