

fright. Among those on board was D. D. Mann.

An impressive idea of Canada's greatness is afforded by an advertisement in a Winnipeg paper, illustrated by a picture of the 2 propellers of almost sea-going size which carry passengers from Selkirk to the mouth of the Saskatchewan & return, a distance of 700 miles. Quite a country Canada is, when almost hidden in its vast expanse is an inland lake on which propellers can steam for 350 miles straightaway.—Toronto Telegram.

The Maritime Provinces.

The keel of a steam ferry boat to ply on the harbor of St. John, N.B., was laid in Carleton, Dec. 8, 1838.

One thousand & eighty-one vessels of all kinds entered the customs at Sydney harbor from the opening of navigation to July 31.

The view on pg. 163 shows the marine railway recently built at Lunenburg, N.S., a description of which appeared in our June issue, pg. 102. We are indebted to the publishers of Seaboard, New York, for the use of the cut.

In our July issue, pg. 131, we gave pretty full particulars of the specifications of the winter steamer for service between P. E. Island & the mainland, which is about to be built for the Dominion Government. We have since been informed that some alterations are being made in the details of the specifications, to secure more strength where it is considered necessary.

The steamer Express on a trip to Yarmouth from Halifax about the middle of August touched & met with a slight accident going through the Tusquets. She would have gone in dry dock or Dartmouth Marine Ry., but both were occupied. A survey showed she had not been damaged; the surveyors recommend that she be continued on her route, & she left as usual.

In recent issues (June, pg. 107, July, pg. 134) we have given particulars of a considerable number of vessel companies which have been incorporated, with G. W. Churchill & other members of the Churchill family of Hantsport, N.S., as shareholders. The firm of E. Churchill & Sons, the members of which are the principal parties interested, are wealthy vessel owners. They have been incorporating a separate joint stock company for each of their vessels, so that, it is said, in case of any one of their vessels getting involved by any cause, such as collision, etc., only the vessel implicated, or its value, would be liable.

The launch of the Dominion Atlantic Ry's steamer Prince Arthur took place at Hull, Eng., July 19, W. R. Campbell, the Co's. General Manager being present. The launch was, as on the occasion of launching the Prince George, a perfect success. Crowds attended the event, which passed off without a hitch. She is 290 ft. in length & 38 ft. breadth of beam. The work of installing her boilers & engines & furnishing her interior will be hurried forward, & it is expected she will be in readiness to leave Hull by Sept. 1. The Co's. magnificent liner, Prince George, shortly to take her departure for her Boston & Maritime Province service, was dressed with all possible bunting, rainbow fashion, & presented a fine spectacle.

The graving dock at Halifax, owned by the Halifax Graving Dock Co., with headquarters in London, Eng., is excavated out of the solid rock & is built of granite & concrete. It is 601 ft. long, 102 ft. wide at coping & 70 ft. wide at bottom, with 30 ft. of water on sill. Width of entrance 85 ft. The dock can take any warship built with all guns and armament. The property is provided with machines, workshops, etc., so that any cargo can be handled & repairs effected. The Co. also

owns the property of the late Chebucto Marine Railway at Dartmouth, N.S., consisting of no. 1 railway 2700 tons capacity; no. 2 railway 900 tons capacity; no. 3 railway 2 cradles 250 & 150 tons capacity; no. 4 railway 2 cradles 200 & 100 tons capacity.

Ontario & the Great Lakes.

Lakes Superior, Huron, Erie, Ontario & Michigan have an aggregate area of 94,750 square miles, which is larger than the area of Great Britain.

The largest whaleback steamer ever built, the Alexander McDougall, recently left the barge works at West Superior, Wis., & went to the Mesabic ore docks to load with 6,000 tons of ore for her maiden trip down the Great Lakes.

While on her way from Toronto to Alexandria Bay Aug. 10, the steamer Cambria ran ashore opposite Presque Isle light. She had 300 or 400 passengers on board, all of whom were taken off safely. She was pulled off without much damage.

As a specimen of freight-carrying capacity in lake steamers, it may be mentioned that the John Fritz took a cargo of ore out of Duluth recently, which weighed 6,959 gross tons. Her draft of water was 17 ft., 1 in. Her consort, the S. F. B. Morse, launched at West Bay City, July 31, will probably carry 7,200 tons.

The Northern Transit Co., which is handling passengers twice a week from Toronto & transferring them to the American line for Montreal, is not the Canadian line of that name, but the line from Cleveland to Ogdensburg. The steamers employed are the Empire State & Badger State. They make weekly trips.

It is said a scheme is on foot to place a complete line of steamers on the chain of waters from Lindsay to Peterborough & from Cobocok to Peterborough. The project as put forth has been received with approval by the owners of the boats on Stony Lake. The object is to incorporate into a company the owners of all steamers now on the waters in order that a much better service may be arranged.

It is said the Hamilton Steamboat Co. has done very well this season, & that the receipts are ahead of last year, although the fare is much lower. It is considered unlikely that the Co. will go back to the old tariff even if the railways restore rates. It will probably advance fares something above the present price, but will not restore them to the old figures. The Co. has found that cheap fares by water attract business, & in future will make its own rates independently of what the other railways may do.

The surface level of Lake Superior at Duluth is a foot lower than at this date a year ago. This low water is a disadvantage to the big boats & helps the smaller ones, which are really out of the competition during high water. The two classes of boats are now about on an equality. An old vesselman says there is no way of explaining positively the variations in lake levels, but he believes they are lowering, though almost imperceptibly. This record is corroborated by G. K. Gilbert in the forthcoming report of the U. S. Geological Survey.

On Aug. 6 the C.P.R. began lake steamship service on Georgian Bay & Lake Huron. The new steamer City of Windsor was put on this service, & left Owen Sound for the following ports of call on the Bay & Lake Huron—Salt Ste Marie, Ont., Shequandiah, Blind River, Hanova Bay, Algoma Mills & other intermediate points. A tariff has been issued by the freight department of the C.P.R. governing business on this route. This tariff establishes rates identical with those of the

Great Northern Transit Co. & the North Shore Navigation Co.

The Ottawa River Navigation Co.'s new steamer Island Queen arrived at Ottawa about the middle of August, & was put on the line between Ottawa & Wendover, leaving Wendover every week day at 6 a.m., arriving at Ottawa about 10 a.m., & leaving on the return trip at 5 p.m. from Queen's wharf for Wendover & all intermediate points. The Island Queen is a swift passenger propeller making 13 miles an hour, & has a passenger license for 250. She is neatly fitted up with upper & lower cabins & shade decks, & will be a great acquisition to the Co.'s fleet.

The Hilda, the first of 2 steel grain barges that are being built for the Prescott Elevator Co., was launched in Toronto Aug. 9. The barge is 180 ft. long, 30 ft. beam, & 14 ft. deep, having a canal draft of 40,000 bushels of wheat. She is built entirely of steel, even the decks, & the bottom is sheathed with rock elm plank 5 ins. thick to shield it from rocks in the canals. It has 5 hatchways on the deck, a cabin aft for the accommodation of the officers' quarters, & an excellent place is fitted up in the fore-castle for the deck hands. The second one will be launched this month.

Capt. McDougall, the inventor of the whaleback, says:—"Next year the new Canadian canal will be opened, & it will offer a broader field for lake carriers. Boats carrying 2,000 or 2,200 tons will be able to go direct from Duluth to Montreal & Quebec, & thence to England & European ports. The new canal will permit of the passage of boats 270 ft. long & drawing 14 ft. of water. Vessels of this type can sail on the lakes during the season of navigation, & can then go to sea & remain there in commission all winter, when freight rates on the ocean will demand it. Within the next five years I expect to see a fleet of at least 100 boats of this class trading between Duluth & European ports."

Official reports to the Department of Railways & Canals indicate a considerable diminution in the volume of trade passing through the "Soo" Canal during July. Up to the end of June the number of vessels locked through the canal this season was 1,506, an increase of 400 as compared with the season of 1897 to that date, while the amount of freight passed through was 1,419,197 tons, an increase of nearly 400,000 tons as compared with the corresponding period of last year. The falling off during July, however, has been such as to reduce the total traffic for the present season thus far considerably below the total for the corresponding period of last year. Up to July 31, 2,056 vessels were locked through, carrying 1,786,477 tons of freight, against 2,003 vessels & 2,205,822 tons of freight locked through last year up to July 31. Comparing the traffic in freight there was a falling off of nearly 600,000 tons during July. This year the canal opened April 11, & last year April 21.

Province of Quebec.

The R. & O. steamers are to call at Cap a l'Aigle on the up as well as down trip.

It is said arrangements have been made for the steamer Admiral, which runs between Montreal & Gaspé, to call at Matane, on both up & down trips.

Application for incorporation has been made by the Chateauguay & Beauharnois Navigation Co., with a capital stock of \$9,100, headquarters at Chateauguay Basin, to acquire & operate steamboats & other vessels. The applicants are:—Capt. C. B. Bouthillier, R. Lang, D. W. Tully, A. McRobert, St. Joachim de Chateauguay; J. Brault, of Sainte Philomene; J. H. Reay, of Saint Clement de Beauharnois, & P. Parent, of Beauharnois.