

Collingwood Schreiber, Deputy Minister of Railways and Canals, has completed an inspection of the Canadian canals, and reports that there is a 14 ft. channel all along the route. Up to June 1 this season 429 vessels had passed through the Soulanges Canal, one of them drawing 14 ft. 2 in. of water.

The Rideau Lake Navigation Co.'s str. James Swift, which was damaged by fire at Ottawa recently, is again on her route between Kingston and Ottawa, having been thoroughly repaired at Kingston. The loss amounted to \$8,000, and was covered by insurance. The Aletha replaced the James Swift, while repairs were being made.

The authorities are looking closely after excursion steamers. The Mary was recently tied up at Brockville because she had not been given Canadian inspection. The Cresco, which was put on in the place of the Mary, was stopped for overloading, and had to debark a number of passengers. Her owners will have to answer the charge of overloading.

The Sarnia Bay Towing and Salvage Co. (Ltd.) has been incorporated under the Dominion Companies' Act, to own and maintain steam or other vessels for passenger, freight and other purposes, and to own and operate tugs and other vessels and machinery for towing and salvage purposes. The incorporators are: E. Hall, W. H. Strong and E. H. Chaney, of Detroit, Mich.; and H. Morey, D. Mackenzie, F. F. Pardee, and D. Milne, of Sarnia, Ont.

The str. Seguin, owned by J. B. Miller, was recently tied up in Chicago river, having been libelled on a suit for the loss of 70,000 ft. of lumber last season. During a voyage in June, 1900, she sprang a leak and the lumber was jettisoned, the claim being made that its loss came under the head of general average. The Hartwell Lumber Co., and the Aetna Insurance Co., which had the risk on the cargo, set up the claim the lumber was lost because the Seguin was either overloaded or else unseaworthy with such a large cargo. The claim is \$1,700.

The keel of the first of the new Detroit and Buffalo fast side-wheel passenger steamers will be laid within a week in Wyandotte. The engines of the boats are already being built at Detroit. It is expected the first of the boats will be launched in Oct., and that both boats will be ready for business at the opening of navigation next year. Complete telephone system will be installed to all the state rooms. Connections will be made at Detroit and Buffalo with shore telephones, so that passengers can call up their friends in the cities without leaving the boat.

The Deputy Minister of Railways and Canals, who has returned to Ottawa from a visit of inspection to Sault Ste. Marie, states that since the opening of navigation this season up to July 1, 1,089 steamers, 146 tow barges and 132 rafts and scows, representing a total registered tonnage of 1,034,322, have passed through the Canadian canal. The work of deepening the channel at the lower entrance from 18 to 21½ ft. is being actively pushed, and will probably be completed by the close of the season. At the next session of Parliament an appropriation will doubtless be sought in order to deepen to a similar depth the channel at the upper entrance.

The fleet of the Muskoka and Georgian Bay Navigation Co. is still being operated by that Co., the new Muskoka Navigation Co., which was organized to take over the business, not yet having completed its arrangements for having the business transferred to it. The Muskoka Navigation Co. has been devoting its attention to the building of its hotel at Wrenshaw's Point, Lake Rosseau. The site for this hotel had been acquired by a Hamilton company, which had been formed for the

purpose of erecting hotels in the Muskoka country. The site comprises an area of 163 acres, of which 35 have been cleared for the hotel site, and golf links. The hotel, which has been named the Royal Muskoka, is ready for opening.

The Lake Carriers' Association is talking of sending representatives before the next U.S. Congress to urge that steps be taken to maintain the water level in Lake Erie. The water has been getting lower for years and this year it is lower than ever. This is evidenced by many new shoals. There has been talk of taking up the proposition of building a dam at Niagara Falls in the river above in order to maintain the lake level. The reasons advanced for the lowering of the water level are the rapid progress made by the power development at Niagara Falls, the dredging out of Tonawanda Canal and the Chicago drainage canal, which takes several thousand gallons of water a minute out of Lake Michigan and diverts it into the Mississippi river.

The Dominion Department of Public Works has arranged to continue this season the hydrographic survey begun last year of the Canadian side of the St. Lawrence river between Kingston and Prescott. The channel in use by vessels is partly on the U.S. side; indeed, it is almost throughout regarded as the "American" channel, and buoys are even maintained by the U.S. authorities in stretches of the river well within the Canadian line. That an equally safe channel exists entirely on the north side of the river is maintained by those best acquainted with its navigation, and they attribute the use of the U.S. route by Canadian vessels to the force of custom rather than to any superiority of the southern passage. The hydrographic survey, however, will fully determine whether this is so, and also at what points, if any, the northern channel needs improvement to make it as safe as the route on the U.S. side. The survey is in charge of S. J. Chappleau, C.E., of Ottawa.

The Montreal Coal and Towing Co. is reported to have been formed, composed of leading Canadian and U.S. commercial men, among the latter being W. F. Havemeyer, the New York sugar man, for the purpose of developing the coal carrying trade between U.S. ports on Lake Ontario and Montreal. The Co. having secured a charter from the State of West Virginia, will not only be able to ship coal to Montreal, but do a coasting trade as well between the U.S. lake ports. An interesting feature in the new enterprise is the peculiar kind of boat or barge selected for the work. They are designed from the old pin-plat of the French-Canadian voyageur, will carry 800 tons, and cost \$8,000, against \$25,000 paid for similar boats at the U.S. ports. They are good carriers, and as tugs do the propelling, they carry no sails. The capital of the Co., which starts with a well-equipped fleet, is \$250,000, and the directors are W. F. Torrance, President; G. E. Muir, Sec.-Treas.; J. Torrance, H. Mills, and S. O. Shorey.

British Columbia Shipping.

A liquidator has been applied for, for the Vancouver Coast Line Steamship Co., Limited.

The Upper Columbia Navigation and Tramway Co. will operate the str. North Star between Golden and Windermere. She has a large cabin, and with a load of 150 tons, draws only 28 inches. She is 165 ft. over all, with a beam of 25 ft.

The steamer Ethel Ross has been purchased by the Ashcroft Water, Electric and Improvement Co. Her dimensions are: length, 84 ft.; breadth, 14 ft.; depth, 4 ft.; tonnage, gross 82, register 52. She was built at New Westminster in 1897.

An improved ferry service has been inaugurated by the Esquimalt and Nanaimo Ry. between Vancouver and Ladysmith, Vancouver Island. The service is operated daily instead of four times a week as formerly, and the time occupied in landing cars in Victoria from Vancouver is 5½ hours.

A tug and fishing boat for the Fraser river has been launched at New Westminster, and named the Dauntless. Her dimensions are: length, 105 ft.; breadth, 20 ft.; depth, 10 ft. She is being fitted with fore-and-aft compound engines, 12 and 26 inch cylinders with an 18-inch stroke, and a Clyde boiler.

Tidal tables for 1901, for Victoria, B.C., and Sand Heads, Fraser River, with approximate tidal differences for Esquimalt, Vancouver, New Westminster and Nanaimo, have been issued by the Tidal Survey Branch of the Department of Marine. This is the first publication of tidal tables by the Department for the places named.

The Nanaimo Ship Building Co. has been formed with a capital of \$250,000, and the following officers: A. Haslam, President; G. L. Schebky, Secretary-Treasurer; E. M. Yarwood, Solicitor; other directors: Dr. MacKenzie, J. H. Cocking, and E. Quennell. Negotiations are in progress for a site, and it is said several orders have already been secured.

The Western Steamboat Co. has been incorporated under the B.C. Companies' Act, with a capital of \$12,000 to acquire the steamer Ramona, and to operate steam and other vessels within the Province. The Ramona, propeller, was built at Portland, U.S.A. in 1896. Her dimensions are: length, 178 ft. 2 ins.; breadth, 25 ft.; depth, 4 ft. 4 ins.; tonnage, gross 251, register, 209.

The Revelstoke Navigation Co. has been incorporated under the B.C. Companies' Act, with a capital of \$25,000 to carry on a general navigation business on the Columbia river between Revelstoke and Big Bend. The provisional directors are F. McCarty, T. E. L. Taylor, G. S. McCarter, J. E. Molson, and — Robinson, of Revelstoke. The Co. proposes to acquire and operate a steamboat between Revelstoke and La Porte, in the Big Bend district. The boat will probably be 120 ft. long, with 24 ft. beam, light draught, with accommodation for passengers, and from 30 to 40 tons of freight. It is expected the B.C. Legislature will give a grant of \$2,500 a year for three years, and that the town of Revelstoke will give a subsidy of \$3,000. The steamboat is expected to be completed this season.

The dredge being built for the Dominion Government for use on the Fraser River was launched June 18 at New Westminster. The hull is 126 ft. 9 in. long, 32 ft. wide, and 7 ft. 6 in. deep; and is built of steel and wood. The steel frame is formed on the channels and angles plan, the keel channel having riveted to it all the angles forming the ribs, etc. About 20,000 bolts and nuts are in the hull. A fore and aft truss-frame, 15 ft. 6 in. deep, the length of the boat, takes the place of log chains, and there is a sheer streak 18x¾ steel. The whole construction is braced and trussed in the most substantial manner. This strong framework—made by the Polson Iron Works, Toronto, and built there before being conveyed across the continent in sections—is covered with timber, 4-in. fir, tar paper and 1¼ in. sheathing. The main deck will be wholly occupied with boilers, engines and numerous machines, pumps, etc. The engines for propelling the dredge are 16x72 ins. and will drive a 19 ft. stern wheel. The pumping machinery is powerful, triple expansion, with cylinders 13½, 22 and 36 ins. by 21 ins. There will be two water-tube boilers, with a heating surface of 3,000 ft., and a working pressure of 160 lbs. Either may be worked