

Pontooning on the St. Lawrence.

The operation of cutting in two large steel vessels like the U.S. revenue cutters Gresham & Algonquin, in order to permit of their passage through the St. Lawrence canals to the Atlantic seaboard, & the announcement that a similar method of procedure will be necessary in the case of the revenue cutter Onondaga, building at Cleveland, which will also be taken over by the U.S. Navy Department on reaching the Atlantic, has again directed attention to this class of work, & has emphasized the skill & care necessary for its satisfactory performance. When the steel steamers Mackinaw & Keweenaw, built at West Bay City, Mich., were taken through the St. Lawrence in this way, a few years ago, the success of the work & the simple manner in which it was performed, was surprising to some vessel men. Since that time a large number of vessels—whalebacks, light-ships, tugs built for ocean service, oil barges, etc.—all of them of greater draught than is found in 2 or 3 of the canals at present, & some of them of larger dimensions than the canal locks, have been successfully moved to the seaboard. In the case of vessels of dimensions larger than the locks, it has been necessary, of course, to cut them in two, but where depth of water was all that was to be taken into consideration, the vessels have been raised on pontoons.

There are 3 or 4 concerns that are equipped for this kind of work, & that undertake contracts in which they agree to deliver the vessels safely through the canals & below the shallow parts of the river. They usually act jointly with the ship builders when it is necessary to cut a vessel in two. The accompanying illustration shows the sea-going tug W. H. Brown while being pontooned through the canals from the lakes to the seaboard. She was built at West Bay City, & is now one of the auxiliary naval fleet. Another tug built at West Bay City, the Wilmot, was taken through the St. Lawrence in the same way. The same contractors also successfully conducted the work of cutting in two, pontooning through the canals & erecting at Montreal the steamer Campana, as well as a light-ship for the U.S. Government that was built on the lakes, but intended for Atlantic coast service. Few vessel men perhaps realize the extent of equipment necessary to cope with the various lines of work that may be required in undertaking contracts of this kind.—Marine Review.

When coming up the St. Lawrence Aug. 8 the steamer Myles took a sheer in the current at Farren's Point near Cornwall, & knocked her forefoot off. She was drydocked at Kingston.

In British Columbia Waters.

The Puget Sound steamer North Pacific has been fined \$4.30 for infringing the customs act by allowing smuggled cigars to be brought into B.C. by members of her crew.

The C.P.R. Co's. steamer Trail, which was laid up at Nakusp for repairs during June & July, was put in commission again early in August. She is plying between Arrowhead & the Trail smelter & tows car barges.

The B.C. Iron Works, Vancouver, closed down in July on account of financial embarrassment & the Co. is being wound up. It is said the Co. lost heavily on building steamboats for the Yukon trade. It is expected a new company will be organized to carry on the business.

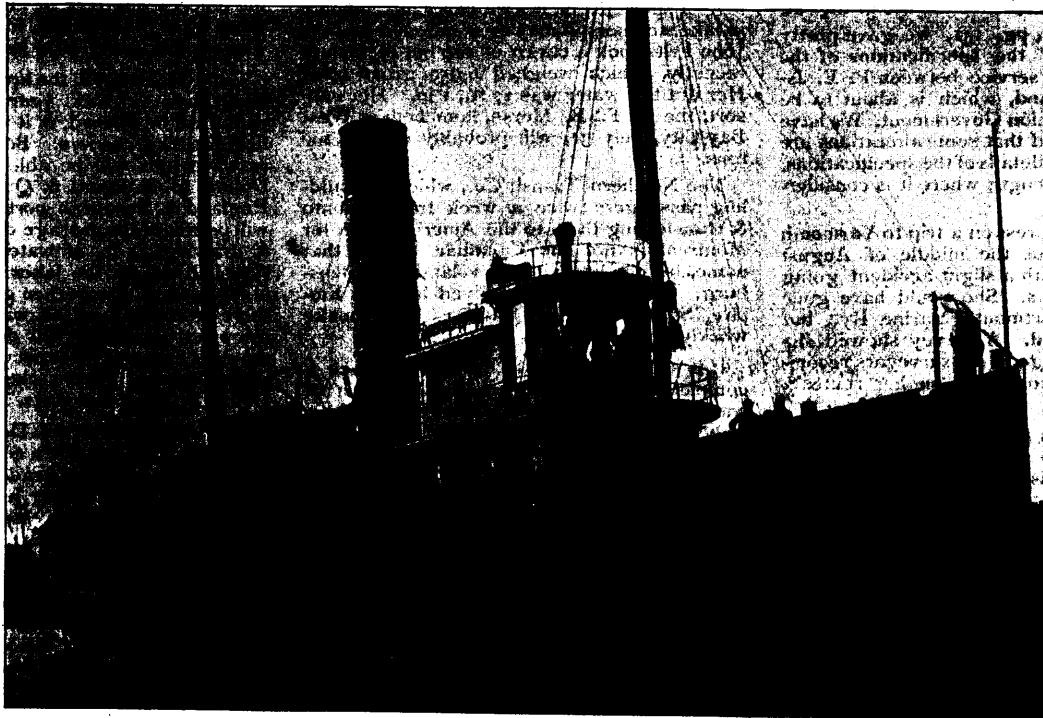
In reference to what we said in our July issue, pg. 134, the Canadian Pacific Navigation Co. informs us that it is its intention to put on a new steamer for the Victoria-Vancouver route, & that it hopes to have her running next season. The Co. has received a num-

As mentioned in our July issue, pg. 130, two out of the 3 steel-hull steamers built in Toronto for the C.P.R., & sent to Vancouver to be put together there for the Stikine trade, were sent back to the interior & are now being completed, one at Nakusp, for service on the Arrow Lakes, the other at Nelson, to run on Kootenay Lake between that place & Kuskanook, the temporary western terminus of the Crow's Nest Line. It is expected they will be finished by the end of September.

Several changes have been made in the officials of the C.P.R. inland steamer fleet. When Capt. Fraser was taken from the tug Columbia, & promoted to the steamer Trail. Capt. Estabrook, of the Hunter, on Slocan Lake, was given charge of the tug Columbia. Mate Griswold, of the Nelson, was given the same position on the Rossland. Mate Sutor, of the Slocan, has been transferred to a similar position on the Trail. Mate Allsmo, of the Rossland, has been promoted to be pilot of the Kootenay. Pilot McClelland of the Kootenay has been promoted to be Captain of the Hunter, on Slocan Lake. All these changes & trans-

fers are in the line of promotion.

A menace to navigation is drifting about the coast waters of the Pacific in the direct course of coasters. Last March the bark Forest Queen sailed from Puget Sound for San Pedro with lumber & has never since been heard of. The supposition is that she capsized in a gale, & is floating around somewhere buoyed up by her load of lumber. Recently a derrick that somewhat resembled the missing bark was sighted bottom up in lat. 43.19 N., long. 129 W., & a few days later the same derrick was sighted off Point



PONTOONS UNDER A LAKE-BUILT TUG IN THE ST. LAWRENCE.

ber of tenders, but at the date of our last advices on the subject (Aug. 1) neither of them had been accepted.

The plant & shipbuilding business of the Esquimalt Marine Ry. has been sold out to the British Columbia Marine Ry. Co., which assumed control July 27. Its intention is to enlarge the business & to supplement the large docking & repairing plant at Esquimalt with a smaller plant in Victoria Harbor, & also to equip a site in Vancouver already secured, with facilities for repairing & building craft of all sizes.

Nearly every C.P.R. inland steamer is doing a big business this summer, due largely to the immense amount of railway construction now going on in the Kootenays, on both the Crow's Nest Pass Ry. & the Robson-Midway branch. This necessitates the transfer of great quantities of merchandise, grading outfits & supplies of all kinds, to say nothing of the large volume of passenger traffic, including the railway laborers constantly going in to work on the lines.

Reyes. The underwriters & insurance men of the Sound are indignant that the U. S. Government, notwithstanding that a number of their vessels are lying idle at San Francisco, has taken no steps to destroy this danger to coasting vessels.

Lake Superior to the Rockies.

The steamer D. L. Mather, owned by the Keewatin Lumber Co., & plying on the Lake of the Woods, was burned to the water's edge July 26. Loss, \$8,000; covered by insurance.

The Rainy River Navigation Co. has secured the steamer City of Alberton, heretofore plying on Rainy Lake, & she will be taken into Rainy River & used to assist the Keenora in her Rat Portage trade & in running on the river during low water.

The new steamer Mohican, while running the rapids on the Rainy River above Fort Frances Aug. 9, got out of the channel & was crowded up on the rocks, staving a hole in her hull & giving her passengers a great