

on their rates for the fall months from Port Arthur and Fort William to Eastern lake ports as follows: From Sept. 16 to Oct. 15 to all Lake Huron and Georgian Bay ports, 2c. a bushel, and to Montreal 6½ c. a bush., and from Oct. 16 to Nov. 25 to Lake Huron and Georgian Bay ports, 2½c.; and to Montreal 7c., the Montreal rates in both cases, including marine insurance, but the shippers have the option of handling their own insurance, in which case the rate will be ¼c. less. The Canadian vessels had also agreed on rates to Buffalo and other Lake Erie ports at ¼c. over the Georgian Bay rates, but owing to the extent of the U.S. competition this season it was seen that such an arrangement would not be practical, and Buffalo rates were thrown out, leaving the rates to that port to be adjusted by competition. From the shipper's standpoint, the idea of having fixed rates is somewhat of an advantage, but on a crop the size of that now being harvested it also has its disadvantages, inasmuch as fully 80% of the crop will be for export and should U.S. routes be able to name lower through rates than those named by the Canadian channels, the former routes will get the business at the expense of the latter. U.S. vessels are now freely offered in Winnipeg at 2c. a bush. for all Oct. shipment from Port Arthur and Fort William to Buffalo.

"The coal movement to Port Arthur and Fort William from Lake Erie ports is now in full swing, and it is being about evenly divided between Canadian and U.S. vessels. The ore movement is still as heavy as it has been at any time during the season, although recent rains in Minnesota have somewhat delayed mining operations and resulted in somewhat of a blockade at Duluth. "The steel rail movement from Sault Ste. Marie is still good, and is expected to keep up until the close of navigation. Rates on coal ore and railway iron have not changed since last report."

Province of Quebec Shipping.

The name of the str. Arizona, of Quebec, official number 100,595, has been changed to Ruth.

A temporary lighthouse has been erected at Macquereau Point, Que., pending the erection of a permanent structure to replace the one destroyed by fire Aug. 28.

The plant of the Quebec Steam Whaling Co., at Seven Islands, Que., was recently inspected by the Minister of Marine and Fisheries. The company, which only began operations at this point during the current year, was reported to have captured 23 whales up to Aug. 31.

Owing to the increasing volume of tourist travel on the St. Lawrence, the Richelieu and Ontario Navigation Co. is considering the desirability of placing orders for two new steamers one for the Toronto-Prescott and the other for the Montreal-Quebec routes. A number of alterations and improvements in the company's fleet are also contemplated, but the exact details have not been settled.

The passenger str. White Star, formerly running between Toronto and Oakville, Ont., and owned in Cornwall, Ont., was making a trip to Quebec recently, and while near Vercheres, Que., Sept. 6, collided with the str. Hosanna, owned by the Richelieu and Ontario Navigation Co., but under charter to the Dominion Government. The Hosanna sank in 23 ft. of water in five minutes, the crew and passengers being saved. An investigation was held by Commander Spain, and judgment reserved.

The Ogdensburg Coal and Towing Co.'s steam barge Nicaragua, carried away the

Canada Atlantic Ry. bridge across the Soulages canal at Coteau, Que., Sept. 12. The captain of the barge states that a green light was displayed indicating that the bridge was open, but when within a few yards of it he found it closed, and notwithstanding that full steam astern was ordered, the barge ran into the bridge. The canal was blocked practically to all traffic for several days, until the wreckage was cleared.

With the signing of the agreement with the Quebec Harbor Commissioners the Quebec Transportation Co. completed arrangements for despatching the first steamer from Quebec to London, Eng. Thos. Harling, Montreal, who has been active in promoting the enterprise, will probably be Managing Director of the company, when organization takes place, after the issuing of the charter. Pending the chartering or building of steamers the company temporarily chartered the str. Sif, and she left on her first trip Sept. 23.

Ontario and the Great Lakes.

The Department of Marine is being asked to erect a lighthouse on Batteaux Island, near Port Arthur.

The str. Persia went aground in the narrows near Brockville, Ont., Sept. 2, and was released on the following day without serious damage.

The str. Antelope has been sold by the Canada Carriage Co. to Smith's Falls, Ont., men. She will be run on the Rideau Canal, between Smith's Falls and Portland.

The Rainy River Navigation Co. has sold its str. Majestic to R. Lockhart & Co. She will be used in future on Rainy Lake for excursion and towing purposes.

A tug was launched at Collingwood, Ont., Sept. 5, for J. McRae, and was named John McRae. Her dimensions are:—length, 68 ft.; breadth, 14 ft.; depth, 6 ft. 4 ins.

The tonnage passing through the Canadian and U.S. canals at Sault Ste. Marie, for Aug., was 6,327,195 tons, making the total for the season of navigation, 26,164,799 tons.

A contract is reported let at Collingwood for a steamer 150 ft. long, fitted for freight and passenger trade, for J. Perks. This steamer is to replace the J. D. Hamill, which has been sold.

The tug James Norris and a scow, owned by Haney & Davis, contractors, reached Kingston, Ont., from Charlottetown, P.E.I., Sept. 5, and were given an overhaul before proceeding to Toronto.

The str. Canada, as well as the other property of the King's Royal Park Co., Owen Sound, Ont., was sold Aug. 29. The steamer was sold to Jas. McLauchlan, who had a \$3,300 mortgage on it, for \$3,150.

The three motor boats seized at Brockville, Ont., for disregarding the Steamboat Inspection Act, in failing to carry proper lights after sundown, have been released, pending the decision of the Department of Marine.

Haney & Miller, Toronto, are having built at Collingwood, Ont., a tug for use in connection with their contracts at Toronto. The tug will be 52 ft. long, 14 ft. breadth, and 7 ft. deep, and will be fitted with engines now in another tug.

G. Durnan, who was lighthouse keeper at the Island, Toronto, from 1853 until the present season of navigation, was decorated recently with the Imperial Service medal, by the Lieut.-Governor of Ontario, on behalf of the King.

The U.S. str. Dorothy, which carried a cargo of dynamite from Wilmington, Del., to Hough-

ton, Mich., and collided with the Canadian str. W. J. Plummer, in the St. Lawrence, has been libelled at St. Catharines, Ont., in connection with a suit for damages.

The fisheries protection cruiser Vigilant captured the U.S. fishing tug Bertha L. Cockell, of Erie, Pa., Sept. 12, fishing in Canadian waters, and a few days later fired on and damaged another Erie tug, which was fishing over the boundary.

Work is reported to be progressing satisfactorily upon the construction of the new steamer for the Niagara Navigation Co., the keel for which was recently laid in the yard formerly owned by the Bertram Engine Works Co., and now by the Canadian Shipbuilding Co.

Recent reports stated that a big leakage had been discovered in the concrete work of the lift lock on the Trent Valley Canal at Kirkfield, Ont. An investigation was made and the damage repaired at a cost of \$200. The work of erecting the steel work is being proceeded with.

The str. recently launched at Toronto for the Canadian Towing and Wrecking Co., Port Arthur, Ont., has been named the James Whalen. She is to be used for harbor work, in towing and wrecking, ice breaking and general all-round work. The engines will develop 750 h.p.

Owing to the picking up of some wreckage bearing the name Osceola, a report was circulated that the Hamilton str. Golspie, which was last year known under that name, had been wrecked, during a heavy storm in Lake Huron, Sept. 5. The report proved to be unfounded, as the Golspie reached Sault Ste. Marie, Sept. 6.

A proposal for the construction of a canal through the upper peninsula of Michigan, to connect Lake Michigan and Lake Huron, is being talked about. The suggestion is to utilize Manistique Lake, and Manistee River. By the suggested route there would be a saving of about 300 miles between ports on the south shore of Lake Superior and Lake Huron points in comparison with the present route via Sault Ste. Marie.

The O'Connor Steamboat and Hotel Co. has been incorporated under the Ontario Companies' Act with a capital of \$150,000 and offices at Temagami, Ont., to carry on a general navigation and hotel business. The provisional directors are D. O'Connor, M. A. O'Connor, Temagami; and R. McKay, Toronto. D. O'Connor owns some steamers on Lake Temagami, and has built an hotel there for the development of the tourist traffic.

A contract has been placed in the U.S. for a car ferry steamer to operate between Ashtabula, Ohio, and Port Burwell, Ont. The car will have four tracks, with a capacity for the transfer of 30 cars, 100,000 lbs. capacity. It will be equipped with engines capable of propelling the ferry at the rate of 12 miles an hour. The ferry will be owned and operated in connection with the Pennsylvania Lines, West, and the C.P.R.'s Tillsonburg, Lake Erie and Pacific branch, and by the coal operating firm of J. W. Ellsworth & Co.

The International Waterways Commissioners met at Buffalo, N.Y., Sept. 11, and discussed future plans. They subsequently made an inspection of the harbor and had a trip on Niagara River, visiting the Welland Canal on the following day, and the Niagara River below the falls on Sept. 13 and 14. On Sept. 15, the Commissioners opened their sittings at Toronto, and heard statements from representatives of the Board of Trade and other public bodies as to water levels in Lake Ontario, etc. The Commissioners also held sittings at Hamilton.