

ger appointed & goods consigned to Hull merchants will be received at the dock.

When the R. & O. N. Co.'s str. *Spartan* was starting down the Lachine Rapids late in the evening of July 1, with a heavy wind blowing, the rudder-chain broke, but the tiller being manned, she was soon brought up to her course. As it was impossible to go through the lower part of the rapids in her crippled condition, she was headed for the north shore & beached on a shoal about 300 yards from shore. In an interview Capt. Grange said that the rudder-chain which broke was practically a new one, having only been used a few times, & he could not account for its snapping. It was certainly very fortunate that the chain broke before the steamer had got into the rapids or she would probably have been dashed upon the rocks & many lives lost. The *Spartan* was got off in a few days without injury.

The Montreal Grain Elevating Co., writing to the Montreal Corn Exchange respecting the increase of rates states that the reduction was for the season of 1899; & that therefore the Co. fails to see any reason for the surprise of the committee at its resumption of former rates; & further that the Co. dissents from the prediction that the charge of $\frac{1}{2}$ c a bush. will divert trade from Montreal, as New York is the only other Atlantic port doing work under similar conditions, & the charges there are double those made in Montreal. The Co. is a strictly private one, receives no aid from the Government, & has no monopoly in the port, & therefore its primary duty in regard to rates must be to look after its own needs in the interests of its shareholders. Moreover, the return to the old rates is but in line with the action of other private companies, which have increased their rates in greater ratio for inland & ocean rates.

Ontario & the Great Lakes.

The Lake Ontario Navigation Co.'s str. *Argyle* is making two trips weekly from Toronto to the Thousand Islands, touching at Charlotte, N.Y., both ways.

Under the work now in progress at Port Colborne the whole entrance to the harbor will be deepened, the harbor enlarged & additional protection works built.

The str. *Seguin*, owned by J. B. Miller, of Toronto, lumber laden from Owen Sound for Chicago, went aground one mile north of Cheboygan, Mich., May 26, but was released by a wrecker without injury.

The str. *Rideau Queen*, built at Kingston for the Rideau River Navigation Co., made her trial trip June 16, showing a speed of a trifle under 12 miles an hour. It is expected

her speed will be about 13 miles an hour when the stiffness of the machinery wears off.

The sailing of the S.S. *Strathcona*, being built at Dundee for the Hamilton & Fort William Navigation Co., was delayed by a fire in the shipyard, the interior fittings of the steamer being destroyed. The S.S. *Donnacona* was launched July 2.

The passenger steamer *Chippewa* was launched at Toledo, Ohio, June 23. She has been built for the Arnold Transit Co., & will run between Mackinac Island & Sault Ste. Marie. She measures 210 ft. over all, 34 ft. beam, & has a draft of 13 ft. It is expected her speed will be 18 miles an hour.

The schooner *Picton*, bound from Charlotte, N.Y., to Belleville with coal, foundered in a gale June 30, about 25 miles n.w. of Sodus Point. Capt. Sibley, her owner & master, his three children, & all hands were lost. The *Picton* was built at Picton in 1867, & was of 160 tons register.

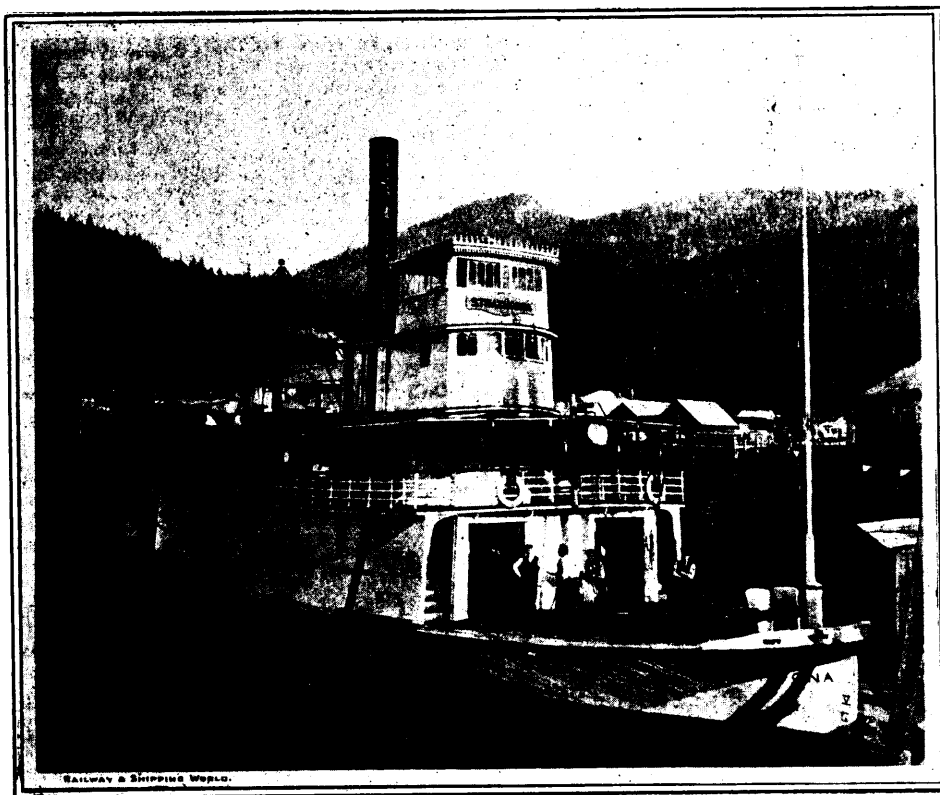
The Toronto, Oshawa & Thousand Islands

long, & 36 ft. beam. She was launched at Rotterdam in 1890 for the Newcastle coal trade. Her speed is 10 knots, & she has a registered tonnage of 952 tons. The second of the Co.'s steamers to come out was the *Paliki*, of Sunderland, Eng., a typical tramp ocean steamer. Her hull is steel, painted black, with a brown stripe. The engines, boilers, & one cabin stand amidship. The captain's apartments, the pilot-house, & chart-room are well up forward. The boat has 2 spars, & 4 life-boats.

A kind of insurance, new to the lakes, has come with this season, & may be widely adopted by vessel-owners who desire to eliminate the question of chance as much as possible from the business. It is the insurance of prospective profits against loss by reason of accidents or disaster. The *Columbus* & the *Manitou* are so covered. Ships must be out of service at least a week before being entitled to payment. This is to cut off minor claims, whose adjustment costs the underwriters so much money. A fixed amount per day is to be paid after the one week as long as the ship is disabled. With the *Columbus*, the highest possible claim for the season would be \$80,000. Of course, the insurance is placed in London, where the professional underwriters are always ready to take any kind of a risk. For a long time vessel-owners have been in the habit of insuring their freight for a trip, but so far as known this is the first time on the lakes that the profits of the entire season have been covered by insurance. It is believed that owners of freight steamers will take out similar policies next year.

One of the greatest surprises in the history of the Sault Ste. Marie canals came in May, when the freight tonnage reached the enormous

total of 4,092,397 net tons, breaking all previous records. Only once before has the tonnage for a single month reached the 4,000,000 mark, viz., in July, 1899, when, 4,024,789 tons were passed through the canals, & May exceeded that by 67,608 tons. Coming so early in the season this increase is surprising to a degree that vesselmen are inclined to raise their 30,000,000 prediction for the season, & it is freely asserted that the canals will have a record of 5,000,000 tons for a single month before the close of navigation. The excess over last year up to June 1 is 1,657,811 tons. The fact that of this big total 3,267,550 tons were east-bound, & but 824,847 tons west-bound, shows how much more of a producing than of a consuming region the Northwest is. Iron ore, wheat & flour, in the order named, were the three greatest staples shipped out, & this is always the case. Of the commodities shipped into the Northwest, soft coal, with 613,459 tons, heads the list, being greater than all other imports combined. Hard coal is second, with 111,840 tons.



THE HUDSON'S BAY COMPANY'S STEAMER STRATHCONA. (See page 218.)

Navigation Co., Ltd., has been incorporated under the Ontario Companies Act, with a capital of \$100,000 & head office in Toronto. The provisional directors are R. Garland, G. P. Magann, O. A. Howland, T. L. Church, & S. J. Sharp, of Toronto, & A. W. Hepburn, of Picton.

The str. *Meteor*, owned by the Cook Bros. Lumber Co., has been secured by Mr. McKinnon, of Owen Sound, & it is said that after being overhauled & improved she will run on the Sault Ste. Marie route in connection with the str. *City of Windsor*. She was built at Sorel, Que., in 1866. Her dimensions are, length 129 ft. 3 ins.; breadth 24 ft. 3 ins.; depth 10 ft. 6 ins.; gross tonnage 336, register tonnage 181.

Mention was made in our last issue of the arrival in Toronto of the first of the steamers bought in England for the Algoma Central Ry. She is the *Theane*, & is the first craft that has made Toronto from an English port direct. She is a freighter, built of iron, 250 ft.