

Charlotte, Oswego and other U.S. ports, in the coal trade. She was built in 1882, her dimensions being: Length, 163 ft., breadth, 31 ft.; tonnage, 511 gross, 269 net.

The Ministers of Railways and Canals and Public Works received a deputation representing Goderich, Guelph and Stratford, Mar. 2, who urged the necessity for the proper protection of the entrance to Goderich harbor. It was agreed that the work was necessary, and attention was promised as early as possible.

T. C. Sims, Little Current, Ont., operating the Eastern Manitoulin Royal Mail Steamship Line between Cutler and Manitoulin, has bought the steamboat Bon Ami to replace the Iroquois, destroyed by fire last year. The Bon Ami was built in 1894, her dimensions being: Length, 108 ft.; breadth, 21 ft.; tonnage, 226 gross, 149 register.

Revillon Bros., Montreal, have placed an order for the construction of a steam barge for carrying freight and passengers on Lake Nipigon, and for carrying supplies in connection with the National Transcontinental Ry. construction work in that district. The machinery, consisting of a twin-screw outfit, is being supplied by the Doty Engine Works Co., Goderich, Ont.

At the Huntsville, Lake of Bays and Lake Simcoe Navigation Co.'s annual meeting at Toronto recently, the directors' report showed an increase in gross earnings over those of 1907, but on account of the increased boat service in 1908, the net earnings were somewhat less than in the previous year. Following are the officers for the current year: President, C. O. Shaw; Vice-President, H. Foster Chaffee; Secretary, W. J. Moore; Treasurer, J. W. McKee.

The reports as to ice conditions on the Great Lakes indicate an early opening of navigation this season. There is considerably less ice in all the lakes and channels than at this time last year. The ice fields in Superior were reported recently to be small in the central and eastern parts; in Michigan, small and broken up; in Huron, none in the southern portion; Erie, neither large nor heavy; while in Ontario there were practically no fields formed during the winter.

The Hamilton and Fort William Navigation Co. recently obtained an order declaring it to be entitled to any material in the Canadian Shipbuilding Co.'s yard at Toronto, subject to the return of any of it found not to belong to the Navigation Co. The material claimed was to be used in the construction of a steam vessel, at a cost of \$297,000, of which \$30,000 had been paid. The Navigation Co. has deposited security to the extent of \$40,000. The Shipbuilding Co. is in liquidation.

The Gowganda Transport Co., Ltd., has been incorporated under the Ontario Companies Act, with a capital of \$100,000 and office at Toronto, to carry on the business of common carriers; to construct or acquire wagon roads, tramways, etc.; to construct or otherwise acquire steam and other vessels, wharves, docks, etc., and to carry on a general navigation business. The provisional directors are: A. C. McKenzie, Beaverton; R. B. Henderson and A. H. Royce, Toronto.

The reports of the U.S. Lake Survey give the Feb. levels of the great lakes, in feet above tide water, as follows: Superior, 601.48; Michigan and Huron, 579.94; Erie, 571.40; Ontario, 245.28. It is estimated that during March, Superior will be 1½ ins. lower; Michigan and Huron, 1½ ins. higher; Erie, 2½ ins. higher, and Ontario 2¼ ins. higher. Compared with the Feb. averages for 10 years, Superior is 8¼ ins., Michigan and Huron 1¾ ins., Erie 9½ ins., and Ontario 20½ ins. lower.

The Haileybury Navigation Co., Ltd., Haileybury, the incorporation of which company

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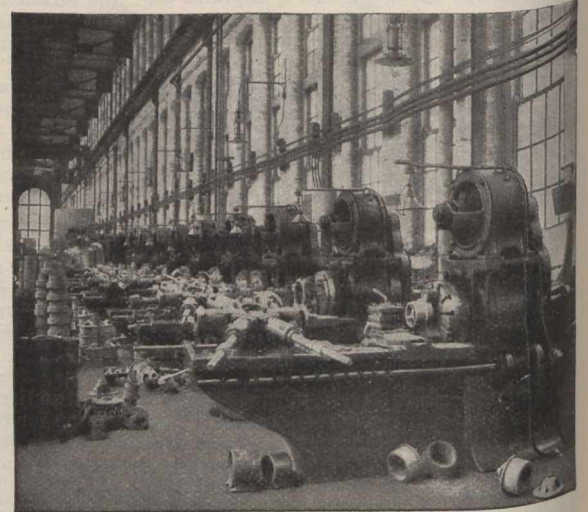
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