

pesian. The route would be from Gaspe to Natashquan and Blanc Sablon, touching at points on Anticosti Island and the north shore. J. X. Lavoie, Perce, is the principal mover in the matter.

Commander Spain completed, Nov. 3, his investigation into the circumstances attending the collision between the German str. Euphemia and the Norwegian str. Tordenskjold, off St. Antoine, 40 miles above Quebec, Oct. 23, and reserved judgment. The investigation into the stranding of the Victorian was completed by Commander Spain at Montreal, Nov. 7, and judgment was also reserved. It is not anticipated that judgment in either case will be given out for some time, as Commander Spain was immediately engaged at Quebec, as one of the nautical assessors, in the enquiry into the standing of the Allan liner Bavarian, reference to which is made elsewhere.

Ontario and the Great Lakes.

Mrs. Henry, wife of Capt. Jno. Henry, of the str. Nipissing, died in Gravenhurst, Ont., Oct. 23.

J. Yeats has been appointed wharfinger at Midland, Ont., and D. Hay wharfinger at Honora, Ont.

Capt. Jas. Wilson, Bronte, Ont., has been appointed wharfinger at the Government wharf there.

The U.S. str. Frank Rockefeller went ashore on Ile Royale, near Fort William, Nov. 10, and is in a dangerous position.

The Crawford Tug Co. is having the machinery removed from the steam barge E. S. Pearce, and will fit her out as a tow barge.

The Dominion Transportation Co. has decided to lay up its six tugs on the Georgian Bay Division at Owen Sound for the winter.

The Farrar Transportation Co. has been considering the purchase of an 8,000 ton steamer, but has not yet arrived at any decision.

The str. Maud D., and the fleet of houseboats has been sold by D. Davidson, of Penetanguishene, Ont., to A. A. Osborne and J. L. Ferrier.

The tug Lakefield, owned by Morin and Grey, was burned to the water edge in Deer Bay, Ont. She was built in the spring at a cost of \$3,000.

The Marquette and Bessemer Dock Co. has put on a new ferry steamer, Marquette and Bessemer No. 2, to run between Conneaut, Ohio, and Port Stanley, Ont.

The Pioneer Steamship Co., Buffalo, N.Y., has filed a libel against the Canadian str. Turret Crown, for \$6,000 damages to the str. Martin Mullen, at Lorain, Ohio, Oct. 25.

The Cleveland, Ohio, str. Philip Minch, 2,010 tons, was chartered by Winnipeg grain merchants, Oct. 27, and subsequently loaded 340,000 bush. of wheat at Fort William, Ont.

The hull of the burned str. Melbourne was towed to Kingston by the Donnelly Wrecking Co.'s str. Donnelly. The underwriters have sold the hull to B. W. Folger for \$1,000.

The Imperial Service Medal has been granted by the King to lockmasters, J. Todd, Rideau canal; R. Higgins, C. B. Hare, Welland canal, and to Amelia Cutler, "lockman," Williamsburg canal.

Another leak has been discovered in the upper reach of the hydraulic lift lock on the Trent Valley canal, at Peterboro', Ont., and it is estimated that the repairs will cost about \$20,000.

The str. Midland Queen was chartered by the Northern Navigation Co. from the beginning of Nov. to the end of the season, to assist with the rush of freight between Sarnia and Lake Superior ports.

Capt. J. McCaul, of Wolfe Island, Ont., died there Nov. 7, aged 82. He was employed by the Calvin Co. for many years, and was subsequently master of the William Penn.

Ex-Congressman J. Simpson, who died at Wichita, Kan., Oct. 23, was born in New Brunswick, and for a number of years was engaged as a master mariner on the Great Lakes.

J. A. Goodearle, Assistant General Manager of the Thousand Island and River St. Lawrence Steamboat Co., was presented with some cut glassware by the employees, on the occasion of his marriage at Kingston, Ont., Nov. 6.

The Lake Erie Navigation Co., which was incorporated under the Dominion Companies' Act, Dec. 7, 1901, has had its license to do business in Ontario, under the Act respecting the licensing of extra-Provincial companies, revoked.

The Dominion Government hydrographic survey str. Bayfield returned to Owen Sound, Ont., Nov. 9, the survey work on Lake Superior having been completed for the season. The work was interrupted a good deal by fogs and storms.

A survey party in charge of R. B. Rogers, Chief Engineer of the Trent Valley Canal system, is engaged in making a survey of the northern lakes draining into the Gull River, which may be used as basins or feeders for the canal.

The Executive Committee of the Lake Carriers' Association has expressed an opinion in favor of the construction of a channel at Lime Kiln crossing, at the mouth of Detroit River, and the construction of a new lock at Sault Ste. Marie, Mich.

Whalen and Bowman have reached an agreement with the Fort William, Ont., town council with regard to the construction of a dry dock, and the establishment of a marine repair shop there. The site chosen is on Island no. 2, McKellar River.

The vessels passing through the Welland canal during Oct., carried 4,000,000 bush. of wheat, corn and oats, in addition to large quantities of barley and flax seed. Over 2,000,000 bush. of Canadian wheat were carried through the canal during the month.

Pere Marquette ferry no. 14, which has a capacity of 27 cars, has been put on the route between Detroit, Mich., and the new pier at Windsor, Ont., near the C.P.R. dock. The company's ferry International will continue to run between Port Huron, Mich., and Sarnia, Ont.

The str. Turbinia left Hamilton, Oct. 28, for the Atlantic coast, and while passing through the canal at Cardinal, Ont., lost several blades off one of her propellers. Repairs were made at Montreal, and she proceeded to Halifax, N.S., from which point she went to Kingston, Jamaica, from where she will run to Cuba and other West Indian Islands.

The Toronto Motor Boat Co. has been incorporated under the Ontario Companies' Act, with a capital of \$40,000, and offices in Toronto, "to carry on the business of manufacturing, buying, selling and otherwise dealing in boats, launches, gasoline engines and supplies." The provisional directors are:—J. C. McLachlan, J. G. Robinson, W. H. Cox, of Toronto.

The Opemican River Improvement Co. has been incorporated under the Ontario Companies' Act, with a capital of \$35,000, to improve the navigation of the Opemican and Ottertail Rivers, and to construct and maintain dams, slides and booms, etc. The provisional directors are:—Hon. W. C. Edwards, J. A. Cameron, of Rockland, Ont.; H. K.

Egan, R. L. Blackburn, R. G. C. Edwards, of Ottawa, and H. Robinson, of Hawkesbury, Ont.

The G.T.R. purchased the car ferry Grand Haven, the property of the Grand Trunk Car Ferry Line. The line operated between Milwaukee, Wis., and Grand Haven, Mich., and interest on its bonds was in arrear, hence the auction sale of the steamer Nov. 7. The ferry has been purchased by the G.T.R. for its subsidiary company the Grand Trunk, Milwaukee Ferry Co., and will run on a regular schedule between Grand Haven and Milwaukee.

The Orchard Point Co. has been incorporated under the Ontario Companies' Act, with a capital of \$50,000 and offices at Orillia, Ont., to carry on a general hotel and summer resort business, and in connection therewith to own and operate steamers, yachts and boats. R. O. Smith, N. S. Tarr, W. Thomson, W. C. Gilchrist, C. H. Hale, of Orillia, are provisional directors. We are advised that the company does not at present intend to operate steamers.

An Owen Sound press report states that the Canadian Lake and Ocean Navigation Co. proposes to reconstruct the upper works of its four turret steamers so as to make them more suitable for the general freight business. We were officially advised Nov. 20, that this is "news" to the company. The company has had under consideration the advisability of taking its other steamers, Scottish Hero and Turret Bell, to the upper lakes, but as it will entail considerable expense in cutting them to take them through the canals it has not been considered seriously enough to warrant anything definite being said.

The St. Lawrence and Chicago Navigation Co.'s str. Rosedale reached Owen Sound, Ont., Nov. 4, from Port Arthur, which port she left Oct. 31. During a heavy storm she was thrown on her beam ends, and the cargo shifted, holding her in that position. The steamer's head was put to the sea, and the entire crew set to work to reshift the cargo. After 24 hours' work the list was reduced 2 ft., and the storm abating the Rosedale was enabled to make Sault Ste Marie, where 50 tons of coal were put into the port bunkers, bringing her on a fairly level keel. The upper works were considerably damaged during the storm.

The Muskoka Lakes Navigation and Hotel Co. has placed an order in Toronto for a steel twin-screw steamer, having a length of 152 ft.; a breadth of 30 ft., and a depth of 6 ft. 6 in. She will be equipped with triple expansion engines of the most improved type, having cylinders of 10 in., 16 in., and 26 in. diameter, capable of giving a guaranteed average speed of 16 miles an hour. The steamer will be fitted with all modern equipments, including steam steering gear, electric light, and septic tanks; and will be handsomely furnished. She will have dining accommodation for 90 persons at one time, and will be licensed to carry about 1,000 passengers. The hull will be built in sections in Toronto, and shipped to Gravenhurst, where the steamer will be finished. She is expected to be ready for the opening of the season about June 15, 1906.

There was launched from the shipyard of the Polson Iron Works, Toronto, Oct. 31, a new 24 in. hydraulic suction dredge for the Dominion Government. An attempt was made to launch the dredge, Oct. 30, but she stuck on the ways, and did not get clear until the following day. The dredge has been named Northumberland. Her general dimensions are: length, 147 ft.; breadth, 44 ft.; depth, 9 ft. at side; draft, 5 ft.; and she is capable of dredging in 40 ft. of water. The suction pipe, discharge pipe and booms are all of steel. The cutter head is a large steel casting, driven by independent engines at the head of the suction pipe. The dredged