

great expectations of increased trade, especially in grain via the St. Lawrence, although some doubt exists whether the channel will be available upon the opening of navigation."

J. H. McLauchlan, of Owen Sound, has purchased from the Hamilton Steamboat Co. the str. Mazeppa, which has heretofore run between Hamilton & Burlington Beach. She was built at Toronto in 1884, her dimensions being, length 101 ft., breadth 20 ft., depth 5 ft. 7 ins., tonnage, gross 146, register 87. Mr. McLauchlan will run her between Owen Sound & Balmy Beach.

The str. Bannockburn ran past Port Dalhousie May 8 in order to shorten consort's tow lines before entering the harbor, as the wind was blowing strong from the west. After entering the harbor an exceptionally heavy squall carried the barge Dunmore to leeward so far that she struck the end of the east pier, breaking her stem at the water line & damaging her to such an extent as necessitated her going into dry-dock.

The Dominion Government str. Bayfield cleared from Owen Sound May 3 under Lieut. Stewart, to continue the hydrographic survey of Lake Huron. The season will be spent in making a survey of the east shore of Lake Huron from Stokes Bay to Goderich. When this section is finished the work on Lake Huron will be practically completed, as the remaining part of the coast to the St. Clair River requires little attention. Lake Erie & Georgian Bay have also been surveyed.

A Chicago despatch of May 23 says: "Lake rates on grain have broken, & there is a strong impression that they will continue to drop until conditions will necessitate a reduction in the present all-rail rates to eastern territory. Water tariff on corn, Chicago to Buffalo, is down to 1 1/4 c. a bush., on wheat 1 1/4 c., & on oats 1 c. The lack of demand in the east is attributed by local shippers as the cause of the weakness in rates, & it is believed that within a week corn will be carried from Chicago to Buffalo for 1 c. a bushel."

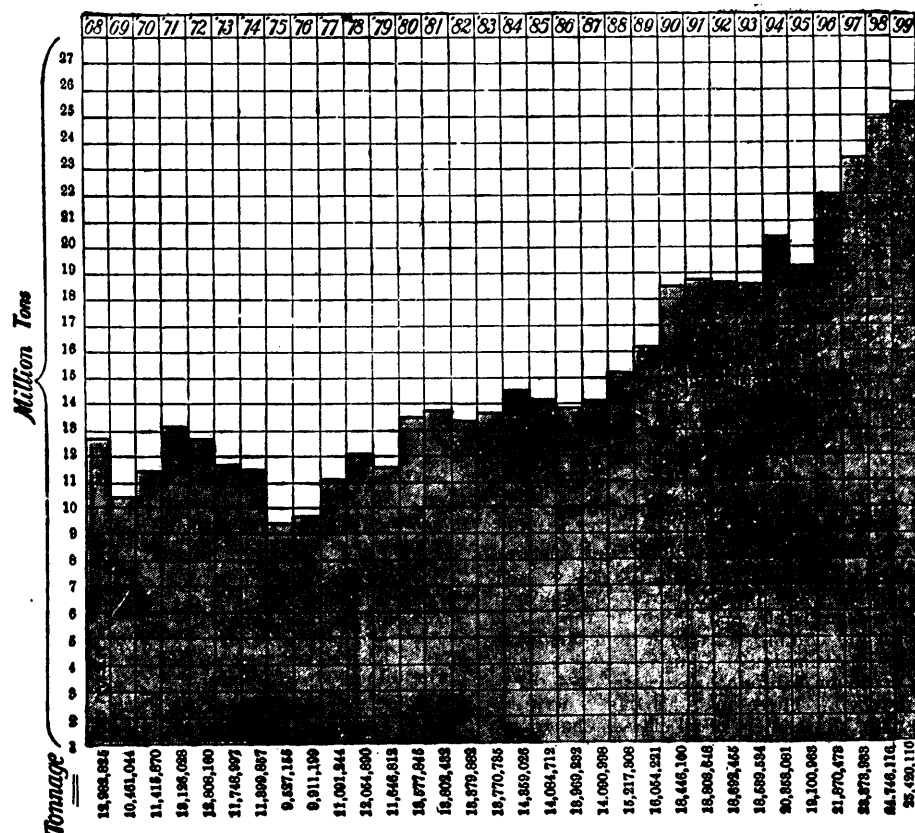
The owners of the str. Garden City & Argyle are at variance as to which shall have the monopoly of the Oshawa wharf. The Garden City was not allowed to tie up at the wharf recently unless a toll of 20c. a ton were paid. Many passengers were ready to board the boat to go to Toronto, but were disappointed, the Mayor of Oshawa declaring that the wharf was leased to T. G. Jackson of the Argyle Navigation Co. The Garden City steamed on to Toronto. Her owners say they will establish a stage line from Oshawa to Whitby.

The contract for Port Colborne harbor works has been awarded to M. J. Hogan, & A. R. Macdonell. The contemplated works aggregate about \$1,000,000, & consist of submarine rock excavation, dredging, cribbing & concrete piers. The work is to be completed in about two years. H. T. Dunbar, of Buffalo, an expert in submarine rock blasting & dredging, will most likely be associated with Hogan & Macdonell. Large orders for plant & material are being placed, & the works will be pushed vigorously day & night. The exposed position of the submarine blasting in the open Lake Erie will compel the contractors to take advantage of every calm moment in order to complete the work on time.

The U.S. House of Representatives Committee on Foreign Affairs have acted favorably on the joint resolution authorizing the President to invite Great Britain to join in the formation of an international commission, four from each Government, to consider the diversion of waters along the boundary of Canada & the U.S. The inquiry is designed principally to ascertain the effect of the level of the great lakes caused by improvements at the Welland canal, Sault Ste. Marie canal, & the Chicago drainage canal. The inquiry is to

SHIPPING AT CANADIAN PORTS.

The following diagram shows the total tonnage of vessels, British & foreign, sea-going & inland, exclusive of coasting vessels, which arrived at & departed from Canadian ports in each year ended June 30, commencing with June 30, 1868.



cover the entire lake region, including all the waters of the lakes & rivers whose waters flow by the River St. Lawrence to the Atlantic ocean. The joint resolution had previously passed the Senate.

The plans of the proposed buildings of the Dry Dock & Steel Ship Building Co., of Collingwood, have been completed. At first 3 buildings, a punch shop, & moulding loft, a furnace & blacksmith shop, & an office will be erected. The 1st, which will stand on the east side of the dry dock, will be 220 by 50 ft., with an addition for a boiler & engine room. The greater portion of the heavy machinery will be on the ground floor & for a moulding-room on the 2nd floor. The 2nd will stand at the east side of the lot & south of the freezer of the Dominion Fish Co. It will be 120 by 50 ft., & will contain the plate & bar furnaces, the hammer & the blacksmith shop. The 3rd, or office building, will be erected on the west side of the dry dock near the railway, & will be 24 by 60 ft., 2 stories high with a large garret, which will be used for a blue print room. The ground floor will be occupied as a store-room while the 2nd will contain the general offices & a draughting room. This building is now under construction. A carpenter shop will be erected later, also on the west side of the dry dock.

Water was let into the Soulanges Canal May 1. Owing to the electric lighting the canal can be used at night as well as by day. The advantage of the new canal, with its greater draught of water, is shown already by the fact that the Canada Atlantic Ry. has increased the size of its barges' cargoes from 25 to 50%. Moreover, its vessels leaving Coteau at noon arrive at Montreal at night, a saving of time of 50%, compared with the time taken formerly by way of the Beauharnois Canal. The barge G. T. Dave, owned by the Co., upon her first trip this season

through the Beauharnois Canal took down 34,000 bush. of wheat, the draught of the loaded barge being 9 ft. Upon her second trip she went through the Soulanges Canal, carrying a load of 48,000 bush. of wheat, or 1,440 tons. This cargo was a record breaker, being the largest ever taken down the Lachine Canal. Her draught upon this occasion was 11 1/2 ft. On a draught of 1 ft. additional she would carry her limit, about 53,000 bush., or 1,590 tons. A further illustration of the advantages of the new locks compared with those now to be abandoned is the fact that this barge could be lengthened by 50 ft., her present length, 181 ft., having been laid down to suit the old lock.

Notices to Mariners.

The Dominion Department of Marine has issued the following notices:

No. 15, Apl. 10, Quebec, 1. Change in gas buoys. 2. Fog-horn at Pointe aux Originaux discontinued.

No. 16, Apl. 10, British Columbia, 1. Hali-but Bank, Strait of Georgia. 2. Japan, colored sectors in lights.

No. 17, Apl. 10, Ontario, 1. Buoyage of the approaches to Midland Harbor. 2. Changes in lighting the approaches to Midland Harbor. 3. United States, Erie Harbor entrance. 4. Sandusky Bay & vicinity. 5. Sandusky Bay, outer range light station. 6. Detroit River. 7. Lake St. Clair. 8. River St. Mary. 9. Lake Superior, life-saving station at Grand Marais Harbor.

No. 18, Apl. 12, Nova Scotia, 1. Little Lorraine, light. 2. Hand fog-horns at Nova Scotia light stations. 3. Lunenburg, whistling buoy sunk.

No. 19, Apl. 17, Ontario, 1. Pelee spit light-house and fog-alarm destroyed by fire. 2. Ranges for ascertaining compass errors at