

from Wallaceburg to Sarnia, Windsor and Detroit twice a week.

It is reported that the Oakville Navigation Co. will cease operating after the close of the present season, and will hand over its wharf rights, etc., to the Lake Ontario Navigation Co.

W. Carmichael and F. A. Bassett, of Collingwood, Ont., are engaged in endeavoring to form a company to operate an additional line of freight and passenger steamers on Georgian Bay.

The traffic through the Cornwall canal on the St. Lawrence route for May and June is reported by the Department of Railways and Canals to have been 90,072 tons, against 23,599 in the same months of 1902.

The Huronic, Monarch and Empire will call regularly at the New Ontario dock, Sault Ste. Marie, Ont., instead of at the Union dock on the Michigan side of the river, and the Majestic will call at both docks.

The application to the Dominion Parliament for an act incorporating the St. Joseph Transportation Co., to construct a canal from St. Joseph on Lake Huron to Lake Erie, near Pelee Passage, has been withdrawn.

The Montreal Witness states that within two years the Canadian tonnage on the Great Lakes and rivers has increased over 100%. At the present time it is reported that there is great difficulty in securing trade for the steamers, particularly from the head of the lakes.

The Algoma Navigation Co. is negotiating for the construction of a new steel steamer for service between Owen Sound and Sault Ste. Marie, Ont. The plans show a steamer 190 ft. long, 34 ft. beam, with 50 state-rooms, giving accommodation for 110 passengers and 700 tons gross.

The Canada Atlantic Transit Co. has chartered the Chili for the season, thus making five steamers to carry wheat from U.S. upper lake ports to Depot Harbor, Ont. The Chili has a capacity of 150,000 bush., bringing up the carrying capacity of the company's fleet to 1,000,000 bush. every round trip, about ten days.

Replying to a question in the House of Commons the Acting Minister of Railways and Canals stated that \$3,907,577 had been expended upon the Trent Valley canal, and that he was not at liberty to say what work would be done in the future. The lift lock at Peterboro is expected to be ready early in Sept.

The Midland King, a new steamer for the Midland Navigation Co., was launched at Collingwood, Aug. 19. The new steamer is a sister ship to the Midland Queen, built in Dundee, Scotland, in 1901. Her dimensions are: length 375 ft., over all, breadth 48 ft., depth of hold 28 ft. She will have a capacity of 200,000 bush.

Jas. Reid, of Sarnia, Ont., has been fined \$376 by the U.S. Custom authorities for a breach of the law. During a fire at Port Huron one of the Reid tugs towed a lumber-laden scow from a burning saw mill at Port Huron, Mich., and towed it back again after the fire was out. The offence lay in not reporting arrival and clearance.

The Richelieu and Ontario Navigation Co.'s str. Hamilton struck a rock while running the Long Sault rapids near Cornwall, Ont., Aug. 12, and was beached to prevent sinking. The damage done was subsequently found to be very slight, and the Hamilton resumed her place in the service between Hamilton and Montreal a few days after the accident.

The project to operate one or more turbine steamers on Lake Ontario between Hamilton and Toronto appears to have taken shape, and application is reported to have been made

for the incorporation of a company. John Moodie is President, C. Birge Vice-President, and G. Hope, Treasurer of the provisional directorate, which is composed entirely of Hamilton men.

The str. Enterprise, owned by the Huntsville, Lake of Bays and Lake Simcoe Navigation Co., sank at her dock after landing an excursion at Barrie, Aug. 5. The Enterprise was built as a lumber carrier in 1869, and was some years later rebuilt as a passenger steamer. She was chartered for the season by R. A. Harris, of Atherley, Ont. The steamer will be raised and repaired.

The judicial committee of the Privy Council, in London, Eng., has confirmed the decision of the Supreme Court of Canada, holding that the \$3,500 collected from the Algoma Central Ry. Co. as duty on U.S. built str. Minnie M., on her being brought into Canada, was properly collected. The Exchequer Court had previously decided that the duty was not properly chargeable, as the Customs' Act did not specifically state that duty was chargeable, although the schedule fixed the amount.

The total freight passing through the Canadian and the U.S. canals at Sault Ste. Marie, in July, was 5,208,771 tons, against 4,524,578 tons in July, 1902. The figures for the Canadian canal are:

| | 1903. | 1902. | Increase or Decrease. |
|-------------|----------------|----------------|-----------------------------|
| April | 159,763 tons | 190,926 tons | 31,163 tons — |
| May | 636,747 " | 314,262 " | 322,485 " + |
| June | 917,105 " | 1,118,504 " | 201,459 " + |
| July | 890,338 " | 523,936 " | 366,402 " + |
| | 2,603,953 tons | 2,147,688 tons | 456,265 tons + |
| | + increase. | — decrease. | |

The International Transit Co., Sault Ste. Marie, Ont., failed in its application to secure an injunction to compel the Hiawatha Navigation Co. to permit the landing of the I. T. Co.'s str. Fortune at its dock at Kensington Point, near Desbarats, Ont. The H.N. Co. had two steamers employed to carry passengers at \$1 each from Sault Ste. Marie, to witness the Indian play Hiawatha as produced by the Indians under C.P.R. auspices, and the Fortune was put on the run to carry passengers at 50 cents a head. The H.N. Co. refused to grant dock privileges to the competing boat, hence the action.

The Neebing Navigation Co. (Ltd.) has been incorporated under the Ontario Companies' Act, with a capital of \$25,000, to carry on a general navigation business on the Great Lakes. G. T. Marks, H. A. Wiley and F. S. Wiley, of Port Arthur, Ont., are the directors of the company, which will have its head office at Port Arthur. A new steamer, the Neebing, has been launched at Newcastle-on-Tyne, Eng., for the company. She has the following dimensions: length, 256 ft.; breadth, 42 ft.; depth, 25 ft.; and will carry 3,000 tons on a draft of 18 ft. The Neebing is expected to reach Port Arthur with a cargo of steel rails early in Sept.

The new steel freight str. Tadousac for Waldie and Wright, of Toronto, was launched Aug. 12, from the yards of the Bertram Engine Works. The steamer was named by Miss M. Waldie, daughter of one of the owners. Not only is the hull of the new steamer constructed of steel, but the cabins, pilot house and other structures on the deck are constructed of the same material. Very little woodwork, indeed, has been used in the vessel. Her dimensions are: length, 260 ft.; breadth, 43 ft.; depth, 28.6 ft. She is fitted with triple expansion engines, to which steam will be supplied by two Scotch boilers, each 11 ft. 6 in. by 12 ft., at a pressure of 180 lbs. to the square inch. It is calculated that her speed will be about 15 miles an hour. On a draft of 17 ft. 10 in. she will carry a cargo of 120,000 bush. It is expected that the Tadousac

will be on the Montreal-Port Arthur route early in Sept.

G. McFarlane, of Brown, McFarlane & Co., Glasgow, Scotland, is negotiating with the C.P.R. with a view of fitting up the company's lake steamers with turbine engines. Mr. McFarlane said engines constructed on the turbine principle were most suitable for lake boats, the many advantages, among others, being the absence of vibration, the small space occupied by the engines, the economy in tube, the light weight in the machinery, as compared with reciprocating engines. All the above conditions go to make the highest speed. There are two boats on the Clyde—the King Edward and the Queen Alexandra—that have been running for two years, in which turbine machinery has been used. These boats have given the utmost satisfaction. It was first thought that it would be impossible to stop at so many piers, with screws instead of paddles, but in practice that theory has been quashed.

The U.S. Government held an investigation at Ogdensburg with a view of forming an opinion on the proposed construction of a dam on the St. Lawrence between Adams and Galoup islands, by the Dominion Government. Finding that strong cross currents interfered with traffic in the recently completed new channel near this point by forcing many vessels aground, the Dominion Government petitioned the U.S. government for permission to construct a dam 300 feet long at low level to obviate the difficulty. A. W. Fraser, counsel for the Canadian government, T. S. Rubidge, superintending engineer of the Canadian canals, and his assistant A. L. Kellaly, of Cornwall; J. C. Quintos, assistant engineer, of Oswego, N.Y.; Geo. R. Malby, representing the George Hall Coal Company, and the Ogdensburg Coal and Towing Company, and other representatives of U.S. forwarders appeared in favor of the plan. It was opposed by Allan Dawson, owner of Galoup Island, who claimed that the erection of the dam would raise the water level three feet, causing a strong current, and also that the water would overflow about 60 acres of the island. Mr. Dawson filed an objection to further proceeding before Major Bingham. The opposition was subsequently withdrawn, and the Secretary of War has given his approval to the construction of the dam, as he was authorized by act of congress.

Manitoba and the Northwest Territories.

A new steamer, named the Pathfinder, was launched at Prince Albert, Sask., for Capt. Deacon, Aug. 5.

The Red River Navigation Co. has been incorporated under the Manitoba Companies' Act, with headquarters at Winnipeg, and a capital of \$20,000, to carry on a general navigation business. The incorporators are: D. E. Sprague, I. M. Ross, J. McDiarmid, L. Bellefeuille and Hon. R. Rogers, all of Winnipeg.

D. D. Mann recently stated that the Canadian Northern Ry. Co. would have its railway to Chesterfield Inlet, on Hudson's Bay, in two or three years, and that it would export grain by that route, having large storage elevators there. Hudson's Bay is situated between the parallels of 51 degrees and 64 degrees north latitude, and is, therefore, well outside the Arctic zone, and lies between the meridians of 78 degrees and 95 degrees west longitude. It is about 1,000 miles in length from north to south, and is from 600 miles wide, and covers an area of nearly 600,000 square miles. It has a depth of 420 ft., there being very little variation from this depth in any part of the bay. The principal and, as far as we know at present, the only practicable approach to the Bay in a ship, is through Hudson's Strait, a deep channel about 500 miles in length,