

000 to the New Zealand Shipping Co. The mortgages will be paid, the unsecured creditors will receive a dividend, & the shareholders will get nothing. J. Huddart, the pioneer of the line, & a heavy shareholder, loses all he put into the venture, but it is stated that with characteristic energy he is promoting another company to put on a larger & better class of steamers to compete for the rapidly developing trade between the two continents.

Ontario & The Great Lakes.

Wm. Powers, well known as a ship builder, died in Kingston, Ont., Aug. 29.

The U.S. Lake Carriers' Association has advanced the wages of all men employed on the boats, from second mate down, 10%.

It is said there is now 20 ft. of water from the lake to the new elevator at Goderich, although some portion of the harbor cut is not quite 50 ft. wide.

Capt. Frank Kendall, of the str. Clipper, was drowned Aug. 24 in the Rainy River Rapids, being caught in a rope that had been thrown to land & dragged off the boat.

The str. Algonquin grounded in the Port Colborne lock recently, owing to the low stage of water, caused by prevailing north-easterly winds. After seven hours struggling the water rose sufficiently to float her off the bottom.

Good progress is said to be being made with the survey for the proposed Georgian Bay & Ottawa Canal, now being conducted between Lake Nipissing & French River. The engineers in charge are H. McLeod, H. Carre & H. G. Stanton.

The Toronto Harbor Master has been notified by the Deputy Minister of Public Works, that the \$50,000 voted by Parliament for the improvement of Toronto harbor is entirely for the diversion of the Don. The other \$75,000 voted is for improvements at the eastern gap.

Capt. John Ledger, of Buffalo, recently died at his summer residence at Oak Ridge, Ont., aged 72. He sailed the lakes for many years & was prominent in marine circles. He was very popular with vesselmen in the early days. About twenty years ago he retired from sailing.

Capt. Noonan, of the str. James Swift, which plys on the Rideau route between Kingston & Ottawa, is reported to have let a contract for another boat 110 ft. long & 28 ft. wide, with triple expansion engines & a speed of 14 miles an hour. They will enable a daily service to be given.

It is rumored in Buffalo that the Northern Steamship Co. will build two more vessels, duplicates of the Northland and Northwest, which ply between there & Duluth. The Northland & Northwest cost about \$850,000 each. It is said the new vessels will cost even more than the present boats.

The new str. India, owned by the Calvin Company, of Kingston, laden with a cargo of iron, went ashore 8 miles above Port Colborne, Aug. 20, during dense smoke, which had been hanging over the lake for days. Three harbor tugs were sent to her assistance but the captain did not need them.

The people of Fort Erie, Ont., have been dissatisfied for some time with the running hours of the ferry to Buffalo, & applied to the Minister of Inland Revenue, with the result that a 20 minute service is to be given between 6 a.m. & 10 p.m., from May 1 to Dec. 1, & from 6 a.m. to 8 p.m. during the winter.

The passenger traffic on the Northern Navigation Co.'s steamers is exceptionally heavy this season. All the steamers have their capacity taxed to accommodate the large number of U.S. tourists who are visiting Mackinac, & taking the picturesque trip

among the thousand islands on the Parry Sound route.

The str. Alice Stafford will have company on the Owen Sound-Gladstone, Mich., route, during the balance of the season, in the str. Hennepin, owned by the "Soo line." The latter vessel has a carrying capacity of fully 50% larger than the Stafford & this means an enormous increase in the quantity of freight handled at Owen Sound.

Under the regulations governing masters & pilots, no pilot has a right to take a vessel down Niagara river unless his papers mention it or specify both Lakes Erie & Ontario. It is a mistake to undertake this work unless a pilot is well acquainted with the river, as there are a great many narrow passages, & a pilot needs to be acquainted with the current as well.—Marine Record.

The Canadian steamer Ontario, bound for Nepigon with a cargo of coal, went ashore Aug. 11 near Rosport, & is a total loss. She went on the beach in a dense fog. Her crew were rescued & her consorts escaped to the beach. The Ontario was formerly a passenger steamer, & is owned by Capt. John Cornwell & others, of Sombra, Ont. She had in tow the schooners Wawanosh & Eureka.

U.S. Engineer Fitch, of Oswego, has received authority from the Chief Engineer at Washington to remove the spars of the wreck of the large schooner St. Peter, which lies in the bottom of Lake Ontario, a few miles west of the port of Sodus Point, & about 1½ miles off the shore. The wreck is in the path of the vessels plying between Sodus, Charlotte & Oswego, & the spars are a danger to navigation.

Archibald McBride, died at Kingston, Ont. Aug. 8, after three weeks illness. He came from County Antrim, Ireland, 60 years ago, with his parents, settled in Kingston, & had lived there ever since. For some years he was continuously employed by the R. & O. N. Co. as engineer, serving on all its boats. His last boat was the Corsican, on which he was working till within three weeks of his death. He was unmarried & was a brother of R. McBride, engineer on the str. Bohemian.

Attention should now be turned to the reconstruction of the St. Clair Flats canal. It is thought it should be enlarged to double its present width & a new one built of the same dimensions, so as to accommodate up & down-bound traffic. Whatever improvements are made, stone & concrete should be used, at least, the U.S. government should do clean, slightly & permanent work in these large undertakings, & not string together a line of old, decaying, rickety wooden structures.—Marine Record.

Shortly after midnight, Aug. 5, the steam barge W. B. Morley, bound up, collided with the car ferry Lansdowne, bound down, the Morley being sunk opposite the D. & M. elevator, with a large hole in her bow about 5 ft. from the stem. The damage to her amounted to some \$10,000, & her cargo of coal was damaged about \$1 a ton. The port quarter of the Lansdowne was stove in & the forward compartments rapidly filled. The cars were knocked off the track & the ferry sidled into her slip with a decided list. The wrecking apparatus was called out & the cars removed as quickly as possible. She was damaged to the extent of about \$15,000.

A collision occurred in the Detroit River on Aug. 9 at 3 a.m. between the U.S. barge Leader, bound up with a cargo of coal, in tow of the str. Point Abino, & the Canadian barge Dunmore, bound down with grain, in tow of the str. Bannockburn. As the boats were passing each other in the river just above the head of Belle Isle the Dunmore took a sheer, & struck the Leader on the port bow, causing her to sink in 5 minutes. She lies in 25 ft. of water, just

above the red stake on the U.S. side of the channel. The crew were all saved. The Dunmore had a couple of planks stove in above the water line, but a temporary patch was put on, & she left for Kingston in tow of the Bannockburn at 7 o'clock.

A Brockville despatch says:—"The Northern Transit Co. of Cleveland, Ohio, now plying on lakes Erie & Ontario, & St. Lawrence river, & running between Detroit & Ogdensburg, will in all probability run their boats to Montreal next year. The Co. is handling more passengers than it can accommodate, so that in order to give perfect satisfaction an order will be given for 2 swift side-wheeler steamers, so constructed that they will run the rapids, & will make 20 miles an hour. The reason the management of the Co. have decided to have the new boats built is so that they can compete with other lines running to Montreal. The Empire State & Badger State are too small to accommodate the trade.

The Lakeside Navigation Co. has been unable to handle all the business which came its way part of this season, so popular has the Toronto-St. Catharines route become. Next season it will be prepared for a big increase. It is its intention to build a steel vessel after the model of the Lakeside, at a cost of between \$35,000 & \$40,000. She will be 165 ft. long & thoroughly modern in all appointments. The contract has not been let, but estimates are being prepared, & she will likely be built either in Toronto or Hamilton. It is intended to have a vessel capable of going 17 miles an hour, & ready for business by May 24 next. The str. Lincoln will be taken off the route, as she is too small, & the Lakeside will be lengthened 25 ft., making her the same size as the new boat.

The water in the St. Lawrence is considerably lower than is usually the case at this time of year. At Lachine it is 3 ins. lower than it was last season, & at Kingston a foot lower. The extreme range of difference in the level of the river is 7 ft. These changes are not the immediate effects of the excessive rains but appear to be occasioned by the different quantities of rain falling, in some years more than in others, & which finds its way down months afterwards. An experienced captain says the water rises until about June 15, & then steadily falls until Oct. The present fall is accountable to the strong prevailing northeast winds blowing up the Great Lakes. This lowers the volume flowing over Niagara & the corresponding decrease in Lake Ontario & the St. Lawrence follows. Navigation is not affected by the changes, as none of the channels are so shallow that the loss in water would render them unsafe for navigation.

According to the July report of Col. Lydecker, in charge of Government international improvements at Detroit, the gross tonnage passing through the St. Mary's & Canadian canals at Sault Ste. Marie has, for the first time in the history of those waterways, exceeded the 4,000,000 ton mark. July showed an increase of more than 700,000 tons in the freight tonnage through the canals. The U.S. canals passed freight tonnage to the volume of 3,689,805 tons, & the Canadian canal 484,924 tons. The total tonnage since the opening of navigation up to July amounted to 10,433,000 tons, an increase of 865,000 tons over the corresponding months of last year. In regard to the capacity of the Soo canals, the report says the record was broken on July 15 by the passage down of the tow barge Manila with 8,205 tons of iron ore. This is the first passage through the canals of a cargo exceeding 8,000 tons. The draft of the vessel with this cargo was 18 ft. 1 in.

It is more than probable that the movement of freight of all kinds to & from Lake Superior during the present season will be close to 23,-