

ers. A steamer of this kind would be able to tour Lakes Erie, Huron and Michigan during any hard winter, and pass in and out of any of the larger harbors bordering on these waters.

The International Navigation Co., of New York, has secured the Niagara River excursion docks in Buffalo, and the docks on the Canadian and U.S. sides of the river at Niagara Falls. The Co. proposes putting on steamers this summer to handle the excursion travel between Buffalo and the Falls, as well as to form an important link in the route between Buffalo and Toronto. The Company has completed contracts which will enable it to carry passengers over a belt line covering the Niagara frontier. From Buffalo passengers will be taken by steamer to Slater's Point, Ont., above the Falls, where electric cars will be taken to Queenston. Thence the new bridge will be crossed to Lewiston, where the cars will be run over the Gorge line to Niagara Falls, and thence to Buffalo, over the Buffalo and Niagara Falls electric railway.

The Northern Steamship Co., a subsidiary of the Great Northern Ry., U.S.A., operating the steamers North West and North Land, has changed its route from Buffalo, taking in Chicago with the two boats mentioned, instead of Duluth, and caring for the latter trade by the addition of the steamer Miami from the Atlantic coast. She is a twin-screw boat, 254 ft. in length, and can be taken to the lakes through the St. Lawrence system and the Welland canal. She is a speedy boat, fully 20 miles an hour, and her appointments are sumptuous. She has 150 state-rooms, and it is expected that she will make two trips a week between Duluth and Mackinac Island, making close connections with the North Land and North West. The Miami will leave New York for the lakes about June 1. She has been chartered for one season only.

In reference to a rumor that F. H. Clergue, of the Algoma Central Ry., was negotiating for the control of the Northern Steamship Co. of Ontario, Mr. Clergue recently said he was negotiating with the N.N. Co., not with the intention of buying it out, but with the idea of acting in conjunction with it. The Algoma Central steamers will ply on Georgian Bay, but will not compete with those of the N.N. Co., as under the arrangement they will not call at the same ports. Mr. Clergue stated that his steamers will also run in conjunction with the boats of the Lake Huron line. "This means," said Mr. Clergue, "that there will be a service between the Sault and every port on the Georgian Bay, and we shall get the benefit of their trade in agricultural products and foodstuffs, while we carry our own ore and manufactured material. The boats will also cater to the summer resorts and call at Parry Sound, Sans Souci, and other places where there are summer hotels."

It is said that the establishment of a passenger and package freight service on the upper lakes has been determined upon by the capitalists represented by F. H. Clergue, of Sault Ste. Marie, and will be inaugurated this spring. Two new steamship routes will be established in order to attract tourists from points on Lake Erie, Lake Huron, and the Georgian Bay, to Lake Superior, and to points in the interior which the Algoma Central Ry. northward will open up. The main object, however, is to make known the charms of the Nipigon district. One route will be from Midland via Parry Sound and Little Current to the Sault, the other will start from Toledo, and on its way to the Sault will make Detroit, Port Huron, Goderich, Kincardine, Southampton, Owen Sound, Collingwood and Parry Sound points of call. The latter route would be far the longer and would bring the steamships into touch with the Grand Trunk,

Canadian Pacific and Canada Atlantic railways. Five steel vessels built on the Clyde are to form the new fleet at first.

The Massachusetts Supreme Court has decided that an accident policy is not rendered void should an accident happen to the holder while riding on the front part of a street car, although such practice is forbidden by the

rules of the street car company. The company must, therefore, enforce its regulations.

Sixteen laborers who had been brought from Spokane, Wash., to work on the Red Mountain Ry. at Rossland, B.C., by the contractors, were, on March 4, sent back over the line by order of Special Officer Williams, under the provisions of the Alien Labor Act.

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