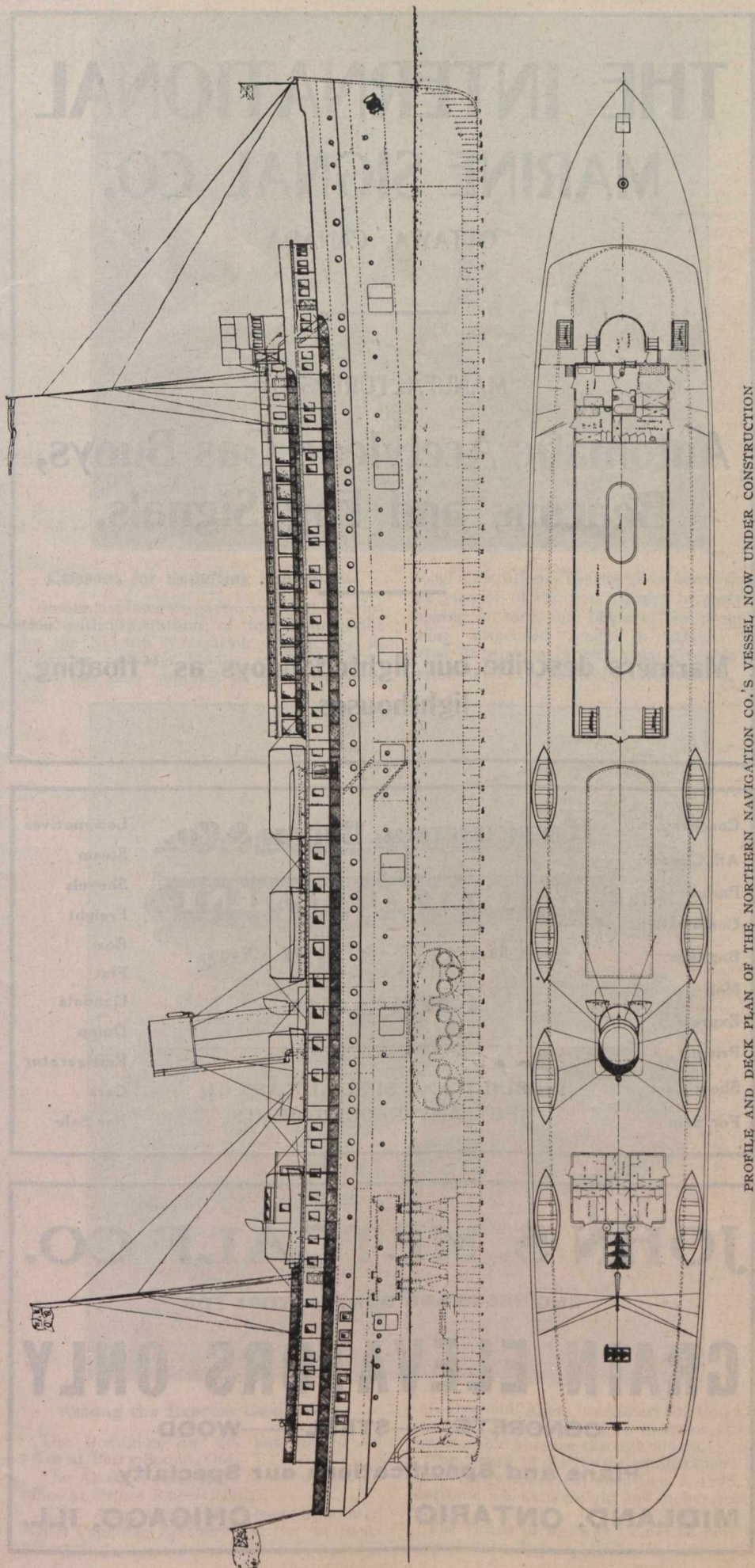


International Waterways Commission.

The report of the Canadian members of the commission for the year ended Dec. 31, 1907, which has been recently issued, states that during the year a joint report was agreed upon with regard to the diversion of water from Lake Michigan by the Chicago drainage canal, and a recommendation made to the U.S. Government to prohibit the diversion of more than 10,000 cubic feet per second for this purpose. It was also recommended that the International boundary through Lake Erie be correctly ascertained and marked by buoys, but no authority has been issued to empower the commission to proceed further. The construction of works to prevent damage to lands by the overflow of the Richelieu River, which was referred to the commission, and in aid of which the Dominion Government had voted \$10,000, was dealt with, and considered desirable, provided a movable dam be constructed at St. John's, Que., and so operated that the flood waters of Lake Champlain be allowed to rise to a monthly mean level of 97, and the level be maintained at 95. The application of S. L. Dawley for a permit to construct works in the St. Lawrence near Long Sault Island was refused, and an application by the Grand Falls Power Co., Ltd., to construct hydraulic works on the St. John River was held over. The proposal of the Long Sault Development Co., a U.S. corporation, for power to construct dams, reservoirs, etc., near the Long Sault and Barnhart islands, has been heard, together with protests from the Montreal Board of Trade, the Shipping Federation of Canada, the Dominion Marine Association, the Richelieu and Ontario Navigation Co., and the Calvin Co., Ltd. The works proposed by the company involve the construction of dams across the south channel, the main channel between Long Sault and Barnhart islands, and across the east end of the Little River between the north of Barnhart Island and the Cornwall canal. In addition, it is proposed to move lock 21 in the Cornwall canal, to deepen and improve Little River, and to construct a lock in the south channel. The St. Lawrence River at the point indicated is not navigable for vessels in general, but has been used by R. & O. N. Co.'s boats in passing down the river, by small pleasure boats, and for lumber rafts, etc., the passage up being by way of the Cornwall canal. It is conceded that the interests of navigation are paramount, and must not be affected injuriously, but it was considered that sufficient data had not been brought forward to enable the commission to form an opinion, and further steps are being taken to obtain independent expert advice on the matter. Improvement works on the Rainy River, comprising the erection of a dam and a lock 200 ft. by 50 ft. at the foot of the Long Sault rapids, to maintain navigation on the river during low water periods, were also discussed, and the carrying out of such works recommended. Dr. W. F. King, a member of the commission since its organization, resigned during the year, and W. J. Stewart, Dominion Hydrographer, was appointed in his place.

During April, 2 navigation employees were killed and 9 injured. One of the fatalities was due to drowning and the other to falling material. Six of the non-fatal accidents were due to falling materials, and 3 to falls.

W. J. Milne, heretofore chief officer of the Dominion cruiser Canada, who has been appointed to the command of the cruiser Curlew, was recently presented by the wardroom officers of the Canada with a toilet set, on his promotion.



PROFILE AND DECK PLAN OF THE NORTHERN NAVIGATION CO.'S VESSEL NOW UNDER CONSTRUCTION