

LAKE NAVIGATION IN WINTER.

Industrial activity is so great in the United States, especially in the iron and steel industry, that it is suggested now by the American Manufacturer that since there is difficulty in shipping sufficient ore from the Lake Superior ports of Michigan, during the summer season, an effort may be made to keep a channel open in the winter. The Great Lakes Towing Company recently had a powerful tug built, designed to break 12 inches of blue ice at the rate of six or seven miles an hour. This boat was intended for use on the Sault Ste. Marie river, connecting Lake Superior and Lake Huron. It is not intended to keep it running all the winter this year, but navigation may be somewhat prolonged by it, and many shipping men regard this as the first step toward ultimate all-year navigation.

Navigation has been kept open on the Strait of Mackinaw for a number of years, even in the severest weather, and the recent successful experiments in winter navigation in the waters of Northern Russia have caused many people to believe that winter navigation of the Great Lakes, lying between Canada and the United States, would be practicable. The Great Lakes, of course, are never frozen over, but the narrower channels, that connect them and the various lake harbors, freeze over. In very cold winters the lakes sometimes freeze for some distance from the shore, but it would be an easy matter to cut through the shore ice if the harbors and the channels connecting the lakes could be kept open. The greatest difficulties in navigating the Upper Lakes would probably be found in the narrow channels connecting them. If the Sault river and canal could be kept open it would still be necessary to navigate the narrow channels between Lake Huron and Lake Erie. Even in summer vessels sometimes get into difficulties in the narrow, crooked ship channel of the Detroit river. The St. Clair and Detroit rivers being farther south than the Sault, do not freeze up so early, but in a severe winter it would probably be more difficult to safely navigate them than the river and canal connecting Lake Superior and Lake Huron, if ice-breaking vessels were used.

Commenting on the subject, the Montreal Star thinks the most favorable route for winter navigation would probably be to Georgian Bay ports. "There would only be one narrow channel to get through, whether boats were bound for Lake Michigan or Lake Superior. Georgian Bay is not nearly so shallow as Lake Erie, and the harbors are much deeper. It runs far into the interior of Ontario, and a short railway portage connects its harbors with those of Lake Ontario or with the St. Lawrence at Montreal."

Successful winter navigation from the ports of Lake Superior and Lake Michigan to Georgian Bay ports would mean much to Montreal, and it is possible that it might be equally beneficial to St. John, N.B., or Halifax. Perhaps Toronto might also derive great benefit from it, as there are several short railways connecting it with Georgian Bay ports and a still shorter one is projected. Mr. J. R. Booth, of Ottawa, is said to have much confidence in the practicability of winter navigation to Georgian Bay, and if all-year navigation is to come, he will probably be one of the pioneers.

—According to the Halifax Chronicle, Mr. Thomas Cantley, secretary of the Nova Scotia Steel Company, is at present in London, G.B., completing plans for the purchase of the General Mining Association coal mine, Sydney, C.B.

—The works of the Carritte Paterson Manufacturing Company, on the North-West Arm, Halifax, makers of tar products, was burned down last week. The loss, \$6,800, is covered in the Union Assurance Company, and in the Western Assurance Company. Rebuilding will begin at once.

—James D. MacGregor, M.P.P., of New Glasgow, one of the directors, stated, says the St. John Gazette, that there was a rumor that an English and Canadian syndicate had an option on the Nova Scotia Steel Works for \$2,200,000, to erect mammoth works at North Sydney. He stated that the report was correct, but the sale would not interfere with the work at New Glasgow.

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FROM Quebec is reported the assignment of Arthur Bedard, who began a small grocery business in May, 1898.—P. J. Maguire, retail shoes, of the same city, in business eighteen months, and on whom a demand of assignment was made, is now offering 40 cents, cash.

LIVERPOOL PRICES

Liverpool, Jan. 4, 12.30 p.m.

	s.	d.
Wheat, Spring	8	11½
Red Winter	5	10
No. 1 Cal	6	3
Corn	3	6
Peas	5	5
Lard	29	6
Pork	57	6
Bacon, heavy	34	0
Bacon, light	34	6
Tallow	28	0
Cheese, new white	57	0
Cheese new colored	59	0

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