

J. H. Walker, a cook on board the Bon-Ami, has been arrested for smuggling whisky from Port Arthur to Duluth, Minn. It is alleged that considerable smuggling is carried on by employes of lake vessels.

F. W. Glen writes to the New York Sun, urging the U.S. to protest against the construction of the canal from French river to the Ottawa river, on the ground that it would give an entrance for British war vessels to the Upper lakes.

The Minister of Public Works proposes to complete his inspection of the route of the proposed Ottawa and Georgian Bay Canal in August. He has already made the trip down French River, and is highly pleased with the waterway there.

The Thousand Islands Steamboat Co. chartered the Robinault, of Montreal, for the St. Vincent route, but she could not pass the Canadian or the U.S. inspectors. The Co. will do without the additional steamer it had proposed to operate this year.

U.S. wrecking steamers came into Canadian waters to work on the str. Preston, abandoned in Lake Superior, and were seized by the customs authorities, but were subsequently released. The Preston has since been towed into Port Coldwell.

The Thousand Islands Steamboat Co. has leased the only dock at Fine View, which is the only place passengers for the park can be landed on Sundays, and has secured an injunction against Capt. Visger, who used the dock in spite of protests, from further using it.

The Donnacona, a sister ship to the Strathcona, built in Great Britain for the iron ore trade between Michipicoten and Hamilton, is on her way from England to Hamilton. Both steamers are owned by the Quebec, Hamilton and Fort William Navigation Co., of Hamilton, Ont.

W. Fraser, engineer of the Dominion Public Works Department, is making a survey of the north channel of Georgian Bay, with a view of ascertaining what improvements are necessary in the event of navigation being opened up between Sault Ste. Marie and Lake Nipissing, via French River.

The Collingwood Corporation has agreed to renew for 21 years the dry dock franchise lately acquired by the Collingwood Shipbuilding Co., with power to enlarge the same, the dock to be free from all municipal taxation, and the value for school taxation to be fixed at \$100,000, irrespective of any increase in value.

Press despatches recently stated that F. H. Clergue had contracted with the Collingwood Shipbuilding Co. for building a barge 390 ft. long, 46 ft. beam, 26 ft. depth of hold, with a cargo capacity of 6,500 tons of iron ore, and that it would be ready for next year's trade between Michipicoten and Lake Erie. On July 27 we were informed that the contract had not been closed.

The licensed carrying capacity of the passenger steamers running out of Toronto is as follows: Chippewa, 2,000; Corona, 1,450; Kingston and Toronto, 1,000 each; Chicora, 875; Argyle, 800; Modjeska, 800; Garden City, 760; White Star, 700; Macassa, 615; Lakeside, 525; Canada, 490; Tymon, 450; Richelieu, 410; Corsican, Algerian and Hamilton, 400 each; Persia, 150; and Ocean, 125.

The R. and O. N. Co.'s new str. Kingston made her first trip on July 4, and with the exception of a few days, during which one of her cylinder heads was replaced after being blown out, she has been on the run between Toronto and Prescott. The officers are: Captain, H. Esford; chief officer, M. Kane; 2nd officer, C. Renford; chief engineer, A. Milne; and engineer, P. Bourette; purser, J. B. Tinning; steward, F. M. Hepburn.

It is reported that the high rate of insurance is the only thing that stands in the way of the successful operation of a regular line of freight steamers between Chicago and Europe. Two of the steamers which sailed from Chicago on the opening of navigation have completed the round trip, and the returns are said to be very satisfactory. Four round trips a season will be the limit of each vessel during the season of navigation.

Senator Forget, President of the R. and O. N. Co., in a recent interview referred to the intention of the Co. to build two new steamers for the Montreal-Quebec route, each of which will have much larger accommodation than either of the vessels of the line. One of the new boats will be launched next year, and the second in 1903. With these new boats the President said he hoped to see the receipts reach \$1,500,000. The receipts for the present year are expected to be over \$1,000,000. In 1895 the gross receipts were \$689,000, which was increased to \$901,000 for the year 1900.

The steamer White Star, which was chartered to the International Navigation Co., of Buffalo, for the present season, but which has not been operated by them for some weeks, is understood to be sold to a company running a line between Buffalo and Dunkirk, N.Y. The purchase was made by D. F. Toomey and D. Reed, of Dunkirk, and it is understood that the Dunkirk Cruising Club is interested in the purchase. The steamer will, on her arrival in Lake Erie, be completely overhauled and refitted, and will be renamed the City of Dunkirk. To obtain a registry in the U.S. work to the extent of three-fourths of the value of the vessel must be done. While she was licensed to carry 750 passengers in Canada, the U.S. system of measurement will enable her to carry 1,000.

The steamer Midland Queen sailed July 27, from Manchester, Eng., with a general cargo of 3,000 tons for Chicago. She was built at Dundee, under the highest class British Corporation survey, her dimensions being: length, 255 ft. over all; breadth, 42 ft. 6 in.; depth, moulded, 23 ft. 8 in. She is driven by triple expansion engines, the cylinders being 18 in., 30 in. and 50 in. respectively, with 36 in. stroke. She was built under the supervision of Captain Featherstonhaugh, of Toronto. Her engines were supplied from the Tyne. The vessel is owned by the Midland Navigation Co. (Ltd.), which was recently incorporated under the Ontario Co.'s Act, with a capital of \$200,000. The officers are: President, A. Hill; Vice-President, J. Playfair; other directors, D. L. Whitaker, W. L. Morris, and J. S. Playfair.

After having traversed French river, partly by tug and partly by canoe, the Minister of Public Works, Mr. Tarte, formed a high opinion of it as a waterway. In an interview on his return to Ottawa he said, "Much has been said about the river, its disadvantages and the many difficulties that would have to be overcome in the scheme of improvement desired by residents of the district and marine men generally; that is, a 20-ft. channel from Georgian Bay to Lake Nipissing. I must confess, however, that the trip was a surprise to me. The river is deep all the way, 40 to 50 ft. in most places, and the engineering difficulties are not very great. Dams will be needed at two or three rapids, with one lock at each dam. There will be no great difficulty in carrying out the work, which would forge another link in our transportation system."

The old Dominion cruiser Druid, purchased by the Toronto Navigation Co., has been thoroughly overhauled and fitted for passenger traffic. She arrived in Toronto from Quebec waters, and W. Evans, inspector of hulls, made his official inspection, July 27, prior to

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