

matter charges were made against Inspector Davis, which were investigated privately, and a report has been made to the Minister of Marine.

The Canadian Towing and Wrecking Co. has been incorporated under the Ontario Companies' Act, with a capital of \$100,000 and offices at Port Arthur, Ont., to carry on a general dredging, towing, wrecking, and salvage company. The provisional directors are: J. Murphy, J. T. Horne, Fort William, Ont.; C. M. Bowman, Southampton, Ont.; J. Whalen, A. J. McComber, Port Arthur, Ont. A tug for the company was recently launched at Toronto. The hull is built of steel, and is specially constructed so as to be used as an ice-breaking steamer during the winter. Her dimensions are: length of keel, 98 ft.; length over all, 110 ft.; breadth, 24 ft.; draught, 12 ft.; and she is fitted with fore and aft compound engines, cylinders 20 and 40 inches by 36 in. stroke. Two barges are also being built at Toronto.

for traffic April 19, 1855. It was not until 1873 that the traffic through the canal exceeded 1,000,000 tons, and not until 1881 that it exceeded 2,000,000 tons. The lock has been enlarged and deepened and in 1896 the present one was completed, it being 800 ft. long, 100 ft. wide, and 20 to 22 ft. over the centre sills. The Canadian lock was completed in 1895, and is 900 ft. long, 60 ft. wide, and 22 ft. deep. The traffic through these locks for the season of 1904 was 31,456,106 tons, and during the present season to July 31 it was 19,837,204 tons.

Manitoba and the Northwest Territories.

The str. Neptune, taking supplies to the Dominion Government stations in Hudson Bay, sailed from Halifax Aug. 17. She will replace the Arctic now on the station, while the latter returns to Halifax for an overhaul and refitting.

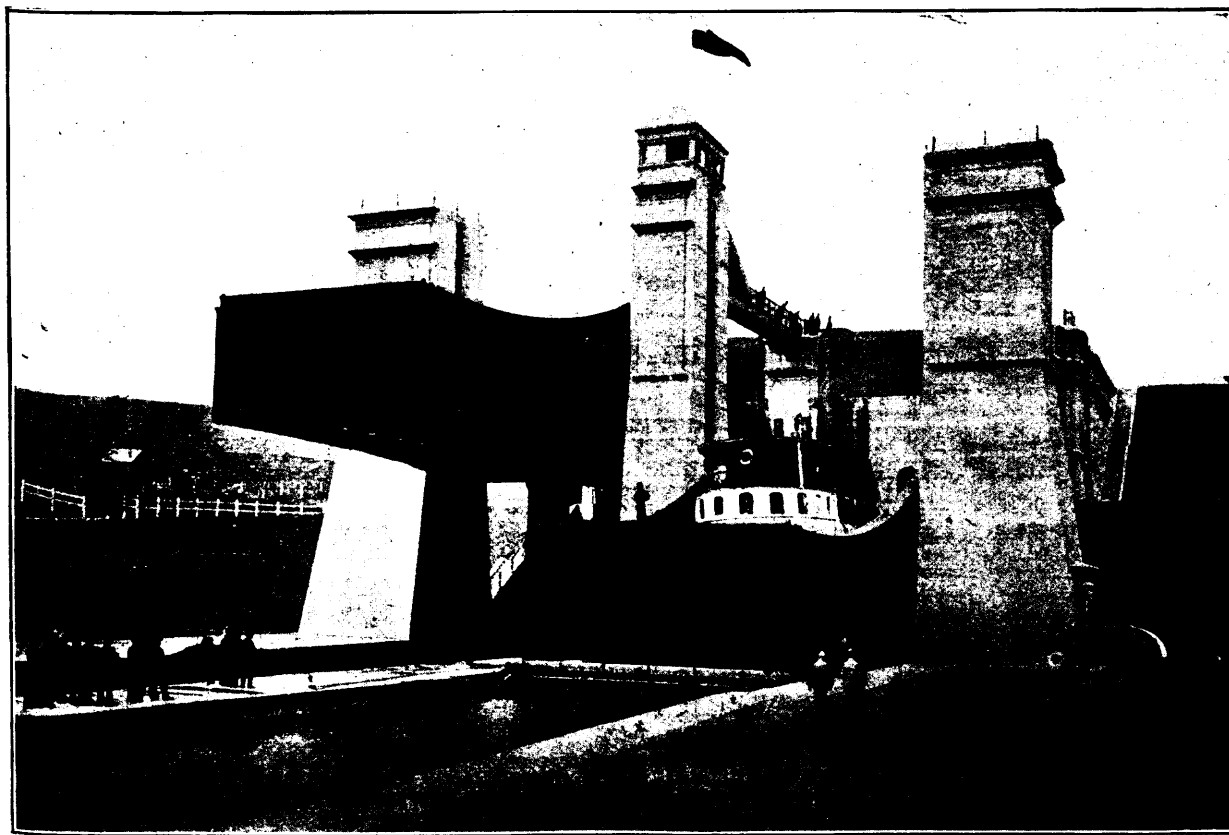
Act, with a capital of \$20,000, to carry on the shipbuilding business established at Vancouver, B.C., by A. Wallace.

The Dominion Government has renewed the contract with the Union Steamship Co., of New Zealand, for another year for the service between Vancouver, B.C., and Sydney, Australia. The subsidy is £37,000.

The new coast steamer for the C.P.R. will, it is reported, be built by the Esquimalt Marine Ry. There will also be built by the same company a steamer for the Dominion Government to engage in hydrographic work on the Pacific coast.

The Everett G. Griggs Ship Co. has been incorporated under the British Columbia Companies' Act, with a capital of \$64,000 and offices at Victoria, to carry on a general navigation business, and in connection therewith to purchase the sailing ship Lord Wolseley, of Victoria.

The Victoria Shipmasters' Association,



THE HYDRAULIC LIFT LOCK ON TRENT CANAL AT PETERBORO', ONT.

[From the report of the Bureau of Mines of Ontario.]

The 50th anniversary of the opening of the U.S. ship canal at Sault Ste. Marie, Mich., was celebrated there Aug. 2 and 3. The Dominion Government made an appropriation in connection with the celebration, J. C. Boyd, superintendent of the Canadian lock, having charge of the ceremonies in Ontario. R. Lemieux, Dominion Attorney-General, and Senator Dandurand were present at the festivities in Michigan to represent Canada. The first canal at Sault Ste. Marie was built on the Ontario side by the Northwest Company, a competitor of the Hudson's Bay Co., in 1797, but was abandoned on the failure of the company. It was only a very small affair, and it is claimed that its remains are used as a flume for the Lake Superior Power Co.'s plant. As a reminder a duplication of this original lock has been constructed at Sault Ste. Marie, Ont. The U.S. Government commenced the construction of a canal and lock in 1853, and it was opened

The Hudson Bay Co.'s str. Strathcona, on a recent trip between Edmonton, Alta., and Prince Albert, Sask., had a number of holes knocked in her hull by rocks in the bed of the river. An improvement of the river is necessary in order to permit its safe navigation for the increasing trade. At the recent session of the Dominion Parliament, \$5,000 was voted for the purpose of having a survey made. It is expected that the survey of the river between Edmonton and Lake Winnipeg will be started in Oct.

B.C. and Pacific Coast Shipping.

One of the torpedo boats sold at Victoria, B.C., by the British Admiralty has been converted into a trading steamer by the Nanaimo Fisheries Co., Nanaimo, B.C., and named Albatross.

The Wallace Shipyards has been incorporated under the British Columbia Companies'

which was started five years ago, has been incorporated under the British Columbia Companies' Act. It has 148 members and the officers for the current year are: President, Capt. Wilbur; Secretary, Capt. M. K. Morris; Treasurer, Capt. J. Newcomb.

General Superintendent Marpole states that the reported sale of the str. Charmer by the C.P.R., to the Pacific Coast Steamship Co., is without foundation. A statement was subsequently made that she would be chartered free to the P. C. S. S. Co. for a year, on this company agreeing to wipe out all claims against her on account of a collision with the str. Willimanette.

The Judicial Committee of the Privy Council, London, Eng., has refused permission to the C.P.R. to appeal against the decision of the courts in the case arising out of the collision between the company's str. Empress of India and a Chinese cruiser.