

fitted with a double compound engine. She is expected to carry 400 passengers.

A. B. Mackay, of Hamilton, has gone to England to look out for a steamer suited for the lake and canal traffic, to be operated in the passenger and package freight trade between Fort William, Ont., and Montreal.

Plans are being discussed in the U.S. shipping and other papers for raising the level of Lake Erie by erecting a dam across the Niagara river. It is asserted that the lowering of the level of the lake is caused by the Welland canal.

The str. Niagara has been refitted during the winter, some of the old machinery being replaced and a shade deck fitted. She will be operated during the summer by A. W. Hepburn, of Picton, in the excursion trade out of Toronto.

The traffic through the Canadian canal at Sault Ste. Marie from April 5 to May 30, was 532,188 tons against 151,679 to the same date in 1901. The U.S. canal passed 6,764,893 tons of freight to the same date, against 2,248,045 in 1901.

The Canadian Court of Admiralty has given the Georgian Bay Navigation Co. \$2,183 damages for the injury to its str. Carmona, as the result of being run into in 1899 by the U.S. steambarge Shenandoah and her tows the Crete and Granada.

The Supreme Court at Ottawa has reversed the decision of the Court of Exchequer, and upheld the contention of the Government that the steamer Minnie M., brought into Canada by the Algoma Central and Hudson's Bay Ry. Co. is liable to duty.

M. Burton, formerly connected with the old Black line, and later with the Northern Navigation Co., has been elected a director of the Algoma Navigation Co. It is understood that A. Miscampbell, M.L.A., will be appointed General Manager.

The Prescott Elevator Co.'s eight barges and tug are reported to have been sold by the liquidator to the Wolvin syndicate, which will operate them in connection with its grain transportation from U.S. ports to Quebec, where it has an elevator under construction.

The Turret Cape, Turret Court and Turret Chief, three ocean-going vessels formerly engaged in the coal trade between Montreal and Sydney, have been transferred to the Upper Lakes where they will carry grain between Fort William and Georgian Bay points.

C. Schreiber, Deputy Minister of Railways and Canals, has completed an inspection of the Sault Ste. Marie, Welland and Trent Valley canals. The concrete work of the lift lock on the latter at Lakefield has been completed, and the lock is expected to be opened shortly.

The New Ontario Steamships Co., Ltd., has been incorporated under the Ontario Companies' Act, with W. G. Walton, W. and F. J. Magee, R. O. and A. B. Mackay, of Hamilton, as incorporators, with a capital of \$100,000, to carry on a general navigation business. Head office, Hamilton.

The Polson Iron Works, Toronto, has just completed a handsome yacht for C. Macdonald, of New York, for his summer residence in the Thousand Islands. The yacht was named the Kate, and has a length of 63 ft., 9 ft. 3 in. beam, with a draft of 3 ft. 9 in. Her speed is about 12 miles an hour.

Two U.S. vessels have been seized at Amherstburg, Ont., at the instance of the Collins Bay Rafting and Forwarding Co., in connection with a suit being brought by that Co. for \$2,500 damages to the tow barge Muskoka, in St. Clair river, May 10, 1901, caused

by the Charles A. Street and Jeremia Godfrey colliding therewith.

The str. Chippewa, of the Niagara Navigation Co.'s fleet, has been thoroughly overhauled at the Kingston dry dock. To admit her the coping stones of the dock had to be removed, and the gates placed to the limit. These alterations are to be made permanent, so that the dock will be able to accommodate vessels up to 315 ft. in length.

The Ottawa and Rideau Lakes Rapid Transit Co., Ltd., has been incorporated under the Ontario Companies' Act, with F. W. Ashe, A. L. Ferguson, Smith's Falls; W. L. McLaren, Perth; J. Tilton and J. C. Judd, as incorporators, to carry on the business of a navigation and transportation company, with a capital of \$25,000. Head office, Ottawa.

The Ontario Divisional Court has sustained the appeal of Capt. Tyrie against the decision of the Welland police magistrate for a breach of the Lord's Day Act, by running his steamer from Buffalo to Welland on Sundays. The ground of the appeal was that the Ontario act could not apply to vessels trading from U.S. ports to Ontario ports, and this has been upheld by the court.

The C.P.R. str. Athabasca struck a rock on May 16, five miles from Detour, Mich. Temporary repairs were made to enable her to reach Owen Sound, where a survey was made. She was towed to Collingwood where she was repaired, 29 plates at the bow having to be replaced. Her place on the Owen Sound-Fort William run was taken by the Northern Navigation Co.'s str. Majestic.

The People's Ferry Co. of Detroit, Windsor and Sandwich, Ont., and Delray, Mich., has been incorporated in Detroit, Mich., with a capital of \$25,000. The officers are: President, W. Livingstone, Detroit; Vice-President, J. L. Murphy, Windsor, Ont.; General Manager, C. L. Parker, Detroit. The Co. has purchased the ferry steamer Luna, and has commenced operating between Detroit, Mich., and Sandwich, Ont.

The Algoma Navigation Co. (Ltd.), operating the Georgian Bay-Soo line from Owen Sound, is advertising in the U.S. for a fast side or stern-wheel steamer of the following dimensions: length, 200 ft.; breadth, 42 ft.; if a side-wheel steamer; draught, 8½ ft.; and having a speed of 16 or 18 miles an hour. It is required that the vessel have at least 75 state rooms. A stern-wheel steamer operating on Lake Huron would be somewhat of a novelty.

The Muskoka Navigation Co. (Ltd.) has elected the following directors: President, A. P. Cockburn; Vice-President and Secretary, H. C. McLean; other directors, S. Barker, M.P., H. McLaren, R. A. Lucas, Hamilton; F. J. Phillips, Toronto; M. S. Wilson, Dundas, and G. Homer, Gravenhurst. During the winter the hotel on Lake Rosseau, opened last year, was completed, the total cost being stated as \$160,000. I. D. Crawford has been re-engaged as manager.

The U.S. lock at Sault Ste. Marie, Mich., was blocked from June 5 to 11, owing to a breakdown of the railway bridge, and the traffic was handled through the Canadian canal. The Marine Record says: "The one lock on the Canadian side took care of the entire Lake Superior traffic during the interval, and as well as possible, for which convenience lake interests are enormously indebted to our Canadian cousins, as represented by the Dominion government."

The following notice respecting the Welland canal is of importance: "Vessels using the canal between Port Colborne lock and Humberstone must be particularly careful this spring, as the deep water channel is very narrow. The eastern half of the canal is entire-

ly blocked, and only a narrow channel on the west side is at present available. Use the west channel of Stonebridge and cross over to the new lock just below the railway bridge. The channel is buoyed. Vessels drawing over 13½ ft. go at their own risk, if allowed to go at all."

The Huntsville, Lake of Bays & Lake Simcoe Navigation Co. has been incorporated under the Ontario Companies' Act, with G. F. Marsh, W. Duperow, Huntsville; W. H. Patton, E. A. Taylor and E. J. B. Duncan, Toronto, as incorporators, with a capital of \$100,000, to acquire the business carried on by G. F. Marsh as the Huntsville and Lake of Bays Navigation Co., to carry on a general navigation business, hotels, boarding houses, etc., to lay out summer resorts, and to hold shares in any other similar company. Head office Huntsville.

The St. Clair and Erie Ship Canal Co., which proposes to construct a canal from Lake St. Clair to Lake Erie, described on pg. 79 of our Feb. issue, was granted at the last session of the Dominion Parliament an extension of time for two years, within which the work is to be commenced, and of five years within which it is to be completed. An application for an act to incorporate J. McCarthy, J. T. R. Laurendeau, and A. Terroux, Montreal, and G. P. Magann, Toronto, under the title of the Huron and Erie Canal Co. was among the measures dropped at the close of the session.

The Northern Navigation Co. of Ontario has issued an additional 2,800 shares of capital stock of the par value of \$100 a share, amounting to \$280,000, the issue being at \$110, a premium of 10%. The proceeds are to be devoted to the payment of the balance of the stock of the Northwest Transportation Co., recently purchased by the N. N. Co., which now owns the entire stock, business, etc., of the N.W.T. Co., including the str. United Empire and Monarch, and the Huronic, recently completed. The new stock was offered to shareholders of record of May 31, in the proportion of 1 share of new stock to each 2 shares of old stock.

The St. Lawrence Terminal Co., Ltd., has been incorporated under the Ontario Companies Act, with G. S. Lynch-Staunton, A. O'Heir, C. S. Scott, Miss E. Gillies, of Hamilton, and J. H. Hoyt, Cleveland, Ohio, as incorporators, with a capital of \$100,000 to carry on a general navigation business. It is understood that the Co. has been formed in connection with the Great Lakes and St. Lawrence Navigation Co., of Duluth, Minn., of which A. B. Wolvin is the head, and represents the Canadian end of the undertaking, including the projected elevator at Quebec, as well as the floating elevator and tugs and barges recently acquired. The capital is \$100,000, which is all said to have been subscribed and paid up. The directors are likely to include: A. B. Wolvin, Duluth, Minn.; J. H. Hoyt, Cleveland, Ohio; E. Smith, Buffalo, N.Y.; G. T. Smith and J. W. Norcross, Quebec.

The Lake Erie Excursion Co., with headquarters at Buffalo, N.Y., operating excursion steamers on Lake Erie between Buffalo, N.Y., and Crystal Beach, Ont., has been registered in Ontario as an extra-provincial company, its attorney being its General Manager, J. E. Rebstock, Crystal Beach. The Co. has purchased the paddle-wheel str. Cambria from Dr. B. Nesbitt, M.L.A. The Cambria was originally the Champion, and was built at Levis, Que., 1887, her port of registry being Port Arthur. In 1888 she sank in Owen Sound harbor, and on being raised was renamed the Cambria, and for some time was run in connection with the Carmona from Owen Sound to Sault Ste.