

Ontario & the Great Lakes.

It has been tried as fuel on the Toronto Ferry Co.'s steamer *Primrose*.

The steamer *Golden City* was burned to the water's edge at the Government dock at Lak. field, Aug. 22. Loss, \$5,000; partial insurance.

W. Askin, General Agent of the Northwest Transportation Co., with headquarters at Toronto, broke his leg recently at Centralia, Ont., while jumping from a buggy attached to a runaway horse.

The steamer *J. H. Jones*, of the Buffalo Fish Co., was sunk in a collision with the G. N. T. Co.'s steamer *Pacific* off Kagawong, Lake Huron, about midnight, Sep. 16. The crew were all taken off by the *Pacific*. The *Pacific*'s bows were slightly injured.

Dominion Letters Patent have been issued incorporating J. D. Reid & D. Gow, Cardinal, Ont.; G. F. Benson, Montreal; G. Hall, Ogdensburg, N. Y.; & J. K. Dowsley, Prescott, Ont., as the Prescott & Lake Superior Navigation Co., with a capital of \$100,000.

The steel barge *Nadine* being built for the Prescott Elevator Co. was damaged by a fire at the foot of Bathurst St., Toronto, Sep. 2, & her completion will be somewhat delayed in consequence. A description of her & her sister barge, the *Hilda*, appeared in our Aug. issue, pg. 162.

Capt. Trowell, of the steamer *Ocean*, plying between St. Catharines & Montreal, having had his leg broken by the parting of a cable, his place has been taken for the balance of the season by Capt. McGiffin, of the Niagara Navigation Co.'s steamer *Chippewa*, which has gone into winter quarters.

The returns of traffic through the Canadian Sault Canal show that, up to the end of August, 2,661 vessels passed through the lock this season, carrying 2,189,964 tons of freight. This is a decrease compared with the traffic during the corresponding period last year of 209 vessels & nearly a million tons of freight.

The steamer *Arundel*, which took the place of the North King between Toronto & Rochester, made her last trip Sept. 10. She broke a crank pin, & her passengers, 150 in number, were obliged to go to Brighton by the G. T. R. to connect with the North King for Rochester at that point. The *Arundel* was taken to Toronto for repairs.

Algoma Harbor has been greatly improved by recent dredging. From the harbor entrance up to the steamboat docks there is at least 15 ft. of water. The channel here was 100 ft. wide & only 10 or 11 ft. deep in the shallowest spots. The width has been increased to 130 & 160 ft. From the steamboat landing to the bridge the width is 100 ft. & depth 10 ft.

In a prosecution instituted by the Lord's Day Alliance, the Captain of the small steamer *Jubilee*, plying between St. Catharines & Port Dalhousie, was fined \$20 & costs, & the Engineer \$1 for running on a Sunday. The magistrate expressed the opinion that the boat was running for mere gain, & not in conjunction with any other means of transportation, & he did not deem it a necessity.

Last month the Georgian Bay & Lake Superior Steamship Line's boat, *Majestic*, just after she left Algoma Mills, struck a rock, breaking her rudder shoe. The accident was not discovered until she reached Sault Ste. Marie. The *Pacific*, a steamer belonging to the same Co., was sent from Thessalon to the Sault & took on a portion of the *Majestic*'s cargo. The damage was quickly repaired & the *Majestic* took her next regular trip.

The tug *Ariadne*, towing the wood scow *Effort*, attempted to cross the tow line of the steamer *George Stephenson* & consort *Roebling* recently, when opposite Port Huron. The

tug cleared the line, but the scow was caught amidship, cut half in two by the *Roebling* & capsized as she slid upon the cable. The 3 men on the scow were hurled into the river, but were rescued. The Captain of the tug says he supposed both vessels were steamers, & attempted to cross the bow of the one astern.

Capt. O'Brien, of the steamer *Empress of India*, was recently summoned by the Toronto Harbor Master for running at too high a rate of speed in the bay & through the eastern gap. The by-law says 4 miles shall be the limit of speed, but 6 are allowed. The *Empress*, however, was making 11½. The Government engineer, who is superintending the work at the eastern gap, made complaint that the speed at which the vessel was run was injuring the crib work. The case was withdrawn upon the Captain promising not to do it again.

The navigation season of 1898 is nearing its close, said an old lake captain to a *Globe* reporter recently. It has been one of the most successful seasons in the history of lake navigation. All the large steamers have been kept busy carrying excursions, freight & fruit to & from different ports along the lake. It has been a very heavy excursion season, & not one has been disappointed, through rough weather or storms, as is customary 2 or 3 times during the season. Special boats had to be put into service to carry the large amount of fruit offering. The large schooners, which carry coal, have been kept on a continual run.

The pier in the Sault Ste. Marie Canal which has been such a hindrance to navigation is to be removed. Now only one vessel can pass the railway bridge at a time. Last year an up-bound & a down-bound vessel attempted to pass at this point, with the result that they became so tightly wedged that traffic was blocked for over 6 hours, & the boats were only released after the fender strakes had been sawed through. The change in the bridge will make the full width of the canal available. The work involves the building of a masonry abutment, the removal of one of the present abutments & the pier above referred to, the taking down of the superstructure & the erection of a steel bridge spanning the entire prism of the canal. Contracts for the work have been awarded.

The American Line of steamers between Kingston, Ont., Clayton, N. Y., & Montreal, ceased running Sep. 6, after 2 months' business. General Manager Folger says the line carried thousands of people this year, but the revenue would have been much larger had not competition with the R. & O. N. Co. brought on a rate war. Passenger rates this summer were ridiculously low on account of the spirited competition, but he says the American Line will continue the service in 1899, and be in a little better position to meet competition. An Oswego, N. Y., telegram says the Northern Transit Co., which served as the western connection of the American Line, is well pleased with the business of its 2 boats on the route between Detroit, Toledo, Cleveland, Toronto, Oswego & Ogdensburg, & is talking of putting on 2 more for next season's business.

Two gigantic wheat ships have recently been launched on the Great Lakes, which show not only the tremendous development of lake commerce, but the fact that the lake shipyards are capable of turning out ships as large as can be built anywhere on this continent. The S. F. B. Morse, recently completed at Bay City, Mich., is 476 ft. long & of 10,500 tons burden. The whaleback *Alexander McDougall*, recently launched at Superior, Wis., is twice as large as any boat of that unique pattern hitherto attempted. She is 460 ft. long with 10,000 tons displacement. She will carry a cargo of 250,000 bushels of wheat, the produce of from 16,000 to 18,000 acres of land. Few realize the tremendous bulk of our lake

commerce. More commerce passes the Soo Canal than the Suez, & the volume of freight passing through the St. Clair River is greater than the entire business of the port of New York.

On Sept. 1 the steamer *Ocean* was trying to get up the rapids at Point Iroquois with the assistance of a tug; the tow-line parted just as the *Ocean* was about half-way up the pitch, & she drifted broadside on the reef of rocks. There was about 3½ ft. of water on her starboard side & 10 on her port side. The rapids in this place are very swift, probably 10 miles an hour. The steamers *Reginald*, *Chieftain* & *Johnston* were secured as soon as possible. The *Johnston* has 2 very powerful steam winches. After the cargo from the *Ocean* had been unloaded the *Johnston* was securely fastened to a large pine tree on the bank, & her steel cables run to the *Ocean*, & a heavy strain put on them. Then the *Reginald* & *Chieftain*, with 11-in. wrecking hawsers, each 150 fathoms long, began jerking on the boat, & she came off 6 ins. to 2 ft. each jerk, the steel hawsers of the *Johnston* holding a strain & preventing the *Ocean* from being forced back again on the shoal by the heavy current. In this way the *Ocean* was released on Sep. 5, apparently without receiving much if any damage.

Vessel masters generally will be interested in changes in 2 aids to navigation on Lake Erie. It is proposed to erect a steam fog signal at Erie, Pa., at the northeast corner of the peninsula. The bell at the pierhead at the entrance to the harbor will, of course, still be kept in operation, & in all probability will be very much improved by being raised above its present level, it being now down very near the bottom of the light-house. There is a prevalent opinion, also, that the present main Erie light on the bluff to the east of the city is of practically no benefit to commerce, the Presque Isle Light, the pierhead lights & ranges, & the lights of the city rendering it entirely superfluous. There seems to be every likelihood of the fulfilment before long of the desire on the part of the shipping interests of Lake Erie, that the light-house on West Sister Island be changed in location. The light-house is located on low grounds at the southern end of the island, & is invisible through a large arc to the north & northeast. The vessel interests desire that the light-house be rebuilt on a higher point of the island, so that it can be seen from all directions. Officers of the Lake Carriers' Association have declared in favor of these changes.—*Marine Review*.

Dry Dock for St. John, N.B.

Ex-Mayor Robertson, of St. John, is endeavoring to secure the construction of a dry dock there. At a meeting of the Board of Trade there early in September he related what he had done in England recently in connection with the matter. He had interviews with Messrs. Chamberlain & Goschen, of the Imperial Government. The latter requested him to get plans & specifications for a dock capable of accommodating the largest vessels of the navy, as well as the largest merchant steamers, & asked him if he had seen during his trip such a dock as he thought suitable to St. John. Mr. Robertson said he at first spoke of no. 3 graving dock at Glasgow, one of the largest in the world, being 881 ft. long, also one of the most perfect.

Mr. Robertson thinks the Imperial Government would contribute £2,000 a year for 20 years. The Dominion Government under 45 Vic., Cap. 17, would give \$10,000 a year, & the Provincial Government \$2,500 a year for the same term. As to the desirability of having a dry dock, he mentioned that steamship people in England spoke of the necessity of it, as they docked their vessels twice a year. Insurance underwriters also emphasized it.