

vast resources of the lake is at a standstill, owing to there being no direct steamboat connection with an established market, that this want has lost Manitoba at least \$100,000 a year for the last 10 years & that the City of Winnipeg should insist on the navigation of the Red River between Winnipeg & Lake Winnipeg being improved without further delay. Attention is also called to the total absence of Government protection for mariners on Lake Winnipeg, which has been traversed by Canadian steamers for more than 20 years. There is no Government chart of the lake, & very few lights or safeguards, & practically no money has been expended on wharves or landing places except at Gimli, where boats seldom have occasion to call.

Richelieu & Ontario Navigation Co.

The Montreal-Quebec boats ceased running Nov. 25.

It is expected that the construction of the Co.'s hotel at Murray Bay, Que., will be gone on with during the winter.

It is said the annual statement will show a large increase this year, the earnings being about \$960,000, against \$728,000 in 1898. Much of the increase is credited to the improvement in the service by the addition of the str. Toronto.

No tenders were sent in recently for the ferry service between Montreal & St. Helen's Island, but the Co. wrote saying it was willing to continue to operate the ferry on practically the same terms as the last agreement, under which nothing was paid to the City. The conditions laid down by the City were unacceptable to this Co. & everyone else.

Milloy & Co.'s lease of Yonge st. wharf, Toronto, having expired, the R. & O. N. Co. has leased it for 3 years. The Niagara Navigation Co., Lakeside Navigation Co., Toronto Ferry Co., & other owners of vessels using the wharf heretofore will continue to do so. Another pier is to be built from Scott st., 300 ft. long, to accommodate the str. Toronto.

Ontario & the Great Lakes.

The str. Maple Leaf was badly damaged in a collision with the str. Van Horne on the Lake of the Woods recently.

Tenders have been invited by the Dominion Department of Public Works for the extension of the breakwater at Port Elgin, Ont.

The C.P.R. Upper Lakes steamships are laid up at Owen Sound for the winter. The strs. Rosedale & Algonquin are also wintering there.

The Rideau Canal locks closed for the season Nov. 30. The U.S. Canal at Sault Ste. Marie closed Dec. 11, the Canadian Canal remaining open until Dec. 20.

The slip dock at Erieau, Ont., having been completed, the Lake Erie & Detroit River Railway Co.'s large car ferry Shenango is calling there to land & take on passengers to & from points in Ohio.

The Myles Transportation Co., Ltd., has been incorporated to carry on a navigation & transportation business on the lakes. The provisional directors are: R. & J. T. Williamson, Niagara Falls, N.Y.; C. J. Myles, R. O. MacKay & Mrs. E. Dillon, Hamilton, Ont.

The str. Niagara, of St. Catharines, owned by J. & J. T. Mathews, Toronto, founded Dec. 5, about 8 miles east of Long Point, Lake Erie, Captain McGlory & the 15 hands on board being lost. She was built at St. Catharines in 1875, length 135 ft. 6 ins., breadth 26 ft. 3 ins., depth 12 ft. 2 ins., tonnage gross 468, register 302.

The largest steamer which ever arrived in Montreal intact after passing through the

canals, is the Porto Rico, from Toledo, Ohio, which went through in Nov. She is 225 ft. long & 32 ft. beam, & has a gross tonnage of 1,257, net 840, & draws light, 10 ft. of water. She was bound for New York, to engage in passenger service to the island of Porto Rico.

The Dominion Minister of Public Works has before him plans for the improvements to be made at Port Colborne, sanctioned by Parliament last session. It is said a breakwater will first be built along with a few wharves suitable for the transfer of cargoes. An attempt will be made to get the work under way soon. The appropriation available is \$120,000.

The schooner Wave Crest, owned by J. J. Turner, of Peterboro', & chartered by the Toronto Electric Light Co. to carry coal from Charlotte to Toronto, when abreast of Thirty-Mile Point Dec. 7, encountered a heavy northern squall, & went ashore at Oak Orchard on the south side of the lake. A tug from Kingston was unable to get to her assistance owing to rough weather.

The str. Imperial, running between Windsor, Amherstburg & Pelee Island, & owned by the Kingsville & Pelee Island Navigation Co., caught fire Nov. 25, while lying at Amherstburg dock. The upper cabin was the only loss sustained by fire, but the cargo of potatoes & fish was partly destroyed by water. Insurance, \$7,500 on boat. Shippers lose the damaged cargo.

The str. Constance, owned by Homer & Co., Gravenhurst, which runs on the Muskoka Lakes, is having 16 ft. added amidships. The high pressure 30 h.p. engine & boiler are being replaced with a fore & aft compound condensing engine & boiler of 150 h.p. When altered she will have a speed of 12½ miles. She was built at Gravenhurst in 1898, her present dimensions being: length, 65 ft.; breadth, 13 ft.; depth, 5 ft.; gross tonnage, 42.

The Niagara Navigation Co.'s annual meeting was held in Toronto Dec. 12. The Manager's report for the past year was approved, directors were elected & a resolution was unanimously adopted expressing sympathy with Sir Frank Smith in his long illness. The officers now are: President, Sir Frank Smith; Vice-President, B. Cumberland; Manager, Jno. Foy; Auditor, R. H. McBride; other directors, J. J. Foy, E. B. Osler, W. Hendrie.

The Hamilton Steamboat Co.'s report, presented at the recent annual meeting showed that the past season was one of the most prosperous in the history of the Co. The directors were re-elected, as follows: President & Managing Director, M. A. Kerr; Vice-President, M. Legatt; Directors, G. E. Tuckett, F. W. Fearman, G. F. Tuckett, S. Jones & H. B. Witton; Manager, W. E. Bishop. The shareholders unanimously decided that in consideration of the very successful season Managing Director Kerr take a trip to Europe at the expense of the Co. in consideration of his valuable services.

The Rideau Navigation Co. is seeking incorporation with \$100,000 capital. It is said the C.P. & New York Central Rys. are interested, & that Capt. Noonan will be manager, the str. James Swift, which he now commands on the Kingston-Ottawa route, to be taken over by the new Co., also the steamer now being built at Kingston, & which is intended to make tri-weekly trips between Clayton, N.Y., & Ottawa. She will be 112 ft. long, 28 ft. beam, 7 ft. deep. The upper cabins will occupy a space of 84 ft. in length, with 32 state rooms. The engine will be triple expansion, 8½" 13" 21" by 14" stroke; water tube boiler 8 ft. wide, 9 ft. long, 8½ ft. height, with 42 ft. grate surface & 1,400 ft. heating surface, steam pressure 200 lbs., h.p. 500, speed of piston, 600, speed of boat 12½ to 13 miles, draft 4 ft. 9 ins., cost \$20,000.

St. Lawrence canal construction, which was carried on to a considerable extent last winter in pursuance of the policy of having the 14-ft. system of navigation ready for 1899, will be practically at a standstill this winter. Such work as remains to be done on the enlargements between Prescott & Montreal cannot be done during winter. It consists mainly of finishing up contracts. Some work will be done before spring, however, upon the Trent Valley canal, several sections of which are under contract. Tenders have been asked for about 9 miles between Trenton & Frankford. Hon. J. R. Stratton announced at the recent annual meeting of the Peterboro-Trent Waterways Association, on the authority of the Dominion Government, that it was intended to complete the balance of the section between Balsam Lake & Lake Simcoe, which would require about \$900,000, & that prior to last session the Government had concluded to construct with reasonable despatch the section from Peterboro to Lake Ontario.

The ratepayers of Collingwood have almost unanimously voted a bonus of \$50,000 to the Dry Dock & Steel Ship Building Co., of Collingwood, Ltd., which is to take over the business of the Collingwood Dry Dock & Wrecking Co. The principal shareholders of the old company, T. & J. J. Long, C. Cameron & P. M. Campbell, are also in the new company & have associated with them Capt. Alex. McDougall, of West Superior, Minn., well known in connection with whaleback construction. Under the terms of the by-law the Co. agrees to establish a first-class steel ship building yard at Collingwood with plant & machinery capable of constructing at one time 4 of the largest class of steel vessels required in the navigation of the upper lakes, to maintain & operate the same for 30 years & to invest at least \$100,000 in the establishment of the industry. Half of the \$50,000 bonus is to be paid when the machinery is on the ground ready to operate & the balance when the keel of the first steel steamer is laid. The town grants the free use of the Hurontario st. slip for launching & for a dry dock when necessary. It is said a large portion of the plant will be in place by the end of Feb. & the whole by the end of May, & that the Co. will start work at once on a large steel freighter for the Northern Navigation Co., & on a passenger steamer for Brown's Windsor & Sault line.

During the season of navigation recently closed 42 vessels passed out of existence. Their total tonnage was 8,195, & they were worth \$226,200. Last year 58 vessels, with an aggregate tonnage of 29,194 tons & worth nearly \$500,000, were lost. Ships are now building at lake yards to carry over 100,000 tons in a single trip, & costing over \$8,000,000. There were 569 losses all told on the lake in 1898 & 386 this year, divided as follows:—Ashore, 168; foundered, 15; burned, 28; waterlogged, 11; dismantled, 4; disabled, 81; ice, 5; collision, 73; capsized, 1. Lake Erie was the scene of the most losses, 92; Lake Michigan, 61; Lake Ontario, 10; Green Bay, 9; Lake Huron, 43; Detroit & St. Clair Rivers, 69; Soo River, 49; Georgian Bay, 2; Welland Canal, 1. Nearly 40% of all these losses was caused by disasters in the narrow connecting lake channels, such as the Detroit River & the Sault passages. Chief among the causes was overcrowding, with strandings & collisions resulting. Many vesselmen are of the opinion that as vessels have been increasing in size until they are too big for the waterways, there must be larger & deeper channels provided, particularly at the Sault, where the two blockades caused more loss than any direct disaster shipping ever experienced. Such accidents are always liable to occur, & Lake Superior shipping interests will never be safe until another channel is cut to avoid the danger.