

Azores was made in less than 20 days, under Captain Crockett, formerly of the Anchor Line Scotia on the Mediterranean route, with a Glasgow crew. She is under 150 ft. long, but is one of the most up-to-date ferries extant, with compound engines, a propeller at each end & a line of shafting running fore & aft. The cabins run fore and aft, with no break such as side wheels produce. Her cost was about \$70,000.

### Ontario & the Great Lakes.

The Victoria, a \$30,000 steamer, capable of making 18 miles an hour, has been launched at Pembroke for the Pembroke Navigation Co.

Letters patent of incorporation have been issued under the Ontario Act to the Georgian Bay Navigation Co., with a capital stock of \$20,000.

The steamer Algonquin made a fast trip between Kingston & Toledo last month, covering the return trip in 5 days & 22 hours. She carried 70,000 bushels of corn.

The lighthouses on the Great Lakes are having their supplies taken in this year by the Collins Bay Rafting Co's. steamer Saturn, not the Sequin, as previously stated erroneously. The charter price is said to be about \$3,750, a little less than last year.

The steamer Rosedale, which was badly damaged through stranding on one of the shoals of Lake Ontario last fall, but released, is again in commission, & is a competitor for the limited amount of business that is now offering for the general freighters.

The Department of Railways & Canals has decided upon an arrangement for the utilization of the canals on Sunday, as a sort of compromise between the demands of the Sabbatarians & the forwarders. The canals will be open to navigation until 6 a.m., & will remain closed until 9 p.m. On the one hand the Department was urged to allow the navigation of the canals continuously, while on the other a protest was entered against operating the locks between midnight Saturday & midnight Sunday.

The Canadian steamer Tecumseh struck on Ripley's Rock, in the lower Marquette harbor, Mich., June 27. Her crew attempted her release by the use of a line, but the steamer stuck all the harder & finally broke her shoe & wrenched her rudder. A bad leak was started, & during the afternoon the leak increased & the steamer filled until finally she slid off the rock part way & settled down with her forward decks awash & her stern high in the air. An attempt was made to hold her with the schooner Georgia, but the lines were not strong enough & parted. The bridge & light upper works of the steamer were torn away by the steam when she sank. The officers & crew escaped in the yawl & on rafts & saved most of their personal property.

The steamer Shrewsbury, purchased by the Folgers, of Kingston, last year for the American Line, between Clayton, N.Y., & Montreal, underwent extensive alterations and improvements at Buffalo, N.Y., last winter, & is now known as the New York. She is about 180 ft. long & 44 ft. beam. Aft on the main deck is a handsome dining room, enclosed by large observation windows, with mirrors between. The dining room is supplied with small individual tables. Forward the main deck is also enclosed by observation windows, & is arranged for lounging & smoking. On the promenade deck is a large saloon cabin, on each side of which is a row of state rooms, each containing a double lower & double upper berth. Forward of the saloon cabin is a broad promenade. It is said that on her

trial trip the New York made 20 miles an hour. Capt. C. Hinckley is in command.

To the G.T.R. belongs the honor of handling through its elevator at Midland, Ont., the largest cargo of grain that has ever been loaded in a single vessel on fresh water. The steamer Superior City loaded at South Chicago with 266,505 bushels of corn for Midland. This cargo is 34,550 bushels in excess of any that has hitherto been handled on the lakes, its net weight being 7,462.9 tons - equivalent to 443 carloads. A prominent official of the G.T.R.'s elevator at Midland, which is in course of construction, it is expected that even the extent of this cargo will be exceeded, as vessels are now being built, to be operated on the lakes, whose capacity is larger than that of the vessel above referred to, & with the new & improved facilities at Midland, it is expected the handling of grain at that point will be performed more expeditiously than at any other port on the lakes.

No. 81 of the Standard Oil Co. boats went through the Welland Canal early in July. She is a large tow barge, 258 ft. long on the water line, 41 ft. beam, & when loaded draws 18 ft. of water. She was being taken to Boston to carry fresh water for the U. S. navy. Her capacity is 900,000 gallons. On account of her size a novel way was adopted for getting her through the locks. Being too large to tow by horses, two tugs were brought into requisition. These fetched her to the head of the locks, where she was securely snubbed. The tugs were then locked through & snubbed outside the foot gates. A line was then put out & fastened to the tugs, & she was pulled in by means of her own donkey engine, thus necessitating a double lockage each time. While in tow of the tug Rival going down the St. Lawrence, & running the Cedar Rapids, she ran ashore on Hog Island & was reported to be in a very bad condition.

The first general meeting of the shareholders of the Brockville Navigation Co. was held July 8. N. Cossitt, O. K. Fraser, R. Bowie, T. Wilkinson & W. S. Buell were elected directors. N. Cossitt was elected president, & W. S. Buell, Managing Director & Secretary-Treasurer. The Co's steamer Brockville, recently built in Toronto, arrived at Brockville July 9, & will run between Brockville & Union Point, 7 miles, making 4 trips a day & calling at the various summer resorts en route. She is 105 ft. long, 21½ ft. beam & 7 ft. deep, & licensed to carry 375 passengers. Her draught is only 5 ft. & the contract calls a speed of 14 miles an hour. The engines were built by the Polson Iron Works, & are compound fore & aft, with cylinders 9 x 18 & 14 ins. stroke. She is fitted with an incandescent light plant, with a large searchlight on the top of the wheel house, which will show the localities of the river by night.

Judge McDougall, of Toronto, has given judgment in the Admiralty case of the steam tug Fern against the schooner Porter. The case was tried at Windsor, Ont. During the season of 1897 the Fern was engaged in raising the wreck of the Grand Traverse, which lay in the middle of the channel over a mile north of the Colchester reef light on Lake Erie. The wreck was known to ship captains & the fact that the Fern was raising her was also known. On Sept. 2, 1897, the Porter, Capt. McDonald, on her way light from Buffalo to Detroit, ran into the Fern. The Porter had all sail set & was going about 4 miles an hour. Captain Herminger entered suit for \$252 damages, & Judge McDougall awards that amount. The evidence given at the trial was contradictory. The Porter's crew swore that there was no light on the Fern, while the latter's crew swore that the top light was burning brightly. They were corroborated by the keeper of the lighthouse, who saw the light burning.

### A Nova Scotia Steamer.

The Yarmouth Steamship Co.'s latest acquisition, the Steamer Express, has been brought out from England, & is now on the South Shore route between Halifax & Yarmouth, N.S. She is of the low & rakish type, with a splendid hull & fine lines, resembling in some respects the D. A. R. liner Prince Rupert.

The Express was built for the Morecambe, Llandudno & Isle of Man passenger service, & was popular on that run. Her dimensions are: length, 202 ft; beam, 24 ft; depth moulded, 11 ft; across the paddle-boxes she measures 50 ft. Her engines are of the disconnecting type, the high pressure cylinder being diagonal & the low pressure oscillating. They indicate 1,200 h. p., being capable of driving the vessel 14 knots. Steam is supplied at a pressure of 100 lbs per square inch.

When in the Channel service she was fitted with fore-castle & bridge deck erections only, but since being taken over by the Yarmouth S. S. Co. she has been built up fore & aft, & covered in with a flush hurricane deck. On this 2 deck houses have been erected, 1 forward & 1 aft. The forward house contains accommodation for captain & officers, a smoking room & forward saloon companionway. On top of this is the pilot house.

The companion leads down to the forward saloon, along both sides of which are fitted very comfortable sleeping berths, settees being arranged where convenient. Below this again is a lower saloon, the forward part of which is fitted with a men's cabin, & the after part is fitted with berths. Below deck is the after saloon, a long apartment containing the staterooms, & at the forward end of the saloon galley. Along the sides are ranged settees, & a centre table is fitted abaft a large lower deck opening. The cabins, staterooms & upper saloon are decorated in white & gold & the upholstery is in maroon plush & American cloth. Baths, lavatories & the usual sanitary arrangements are provided for the several large apartments. The staterooms are all fitted with tip-up lavatories.

The dining saloon on the lower deck, with accommodation for 25 passengers, is a handsome apartment, finished in whitewood & cherry, fitted with 2 beautiful electric chandeliers. The sides of the saloon are adorned with panel landscape paintings. The Express is fitted throughout with electric lights, bells & telegraphs & has accommodation for over 200 passengers.—Halifax Chronicle.

### The St. Lawrence Canals.

The Deputy Minister of Railways & Canals, who recently inspected the construction work upon the St. Lawrence canals, reports that operations are progressing rapidly. The contractors for the deepening of the channel below Prescott are taking out 500 cubic yards of earth & 500 yards of rock per day, & the output will shortly be doubled. At the increased rate of progress the channel will be ready for 14-ft. navigation next spring. On the contract for the Cardinal section of the Galops Canal, 8,000 cubic yards of earth are being taken out each day. On the Larkin & Sangster contract the rock & earth work are advancing towards completion. The masonry work on the lock is in progress & a large quantity of cut stone has been deposited on the ground. The work of the Canadian Construction Co. at Farran's Point is being energetically pushed forward. Two steam shovels & 3 dredges are constantly in operation, & the equipment will be increased by 2 more dredges in a few days. The masonry is well under way & cut stone is arriving from the quarries daily. Everything possible is being done to expedite the construction work on the Soulanges Canal.