

salary, \$500.00.....	\$ 880.00	\$ 41,219.41
Dividend on stocks and bonds.....		85.00
Claims written off 1905, since collected.....		1,403.82
Gross earnings of steamers	633,870.58	
Less total expenditure....	492,089.27	141,781.31
		\$184,489.54
Less claims 1906, paid 1907 \$	6,628.39	
Less interest on overdraft on account purchase of Doric.....	2,560.00	
Less written off, balance of special linen and freight carriers.....	2,000.00	
Less written off Soo coal bin and balance piano account.....	659.98	11,848.34
		\$172,641.20

APPROPRIATIONS.

Interest one year on renewal fund of \$25,000 at 3½%.....	\$ 875.00
Steamers renewal fund....	26,600.00
Interest one year on marine insurance fund, \$7,000, at 6%.....	420.00
Marine insurance, Georgian Bay.....	7,000.00
Repair and maintenance....	14,550.00
Dividend at 8% per annum on paid-up capital	67,200.00
	116,645.00
	\$ 55,996.20

In the absence of H. C. Hammond, President, in Europe, Vice-President W. J. Sheppard took the chair at the annual meeting. The report was adopted with very little discussion. General Manager Gildersleeve gave some particulars as to the vessel to be built, as published in our Jan. issue. The Vice-President stated the company still had \$160,000 of stock in the treasury out of the \$1,000,000 of authorized capital, and that this would probably be issued in connection with the building of the additional vessel. It was not likely that the capital would require to be further increased in the near future. Acton Burrows suggested that the directors consider the question of paying dividends semi-annually instead of annually in future. The directors and officers for the current year, all of whom were re-elected, are: President, H. C. Hammond; Vice-President, W. J. Sheppard; other directors, Lt.-Col. Hon. J. S. Hendrie, F. A. Lett, W. D. Matthews, H. B. Smith, C. E. Stephens, H. Y. Telfer, and C. D. Warren.

The Hudson's Bay Co. is reported to be having two stern-wheel steamboats built at Victoria, B.C.

Capt. G. C. Coles, Examiner for masters and mates, Collingwood, Ont., is delivering a series of marine lectures in Collingwood, under the authority of the Dominion Marine Department.

The Magdalen Islands Steamship Co. is offering its freight and passenger steamboat Amelia for sale. The Amelia carries about 400 tons dead weight, and has accommodation for 20 passengers.

The Montreal, Ottawa and Georgian Bay Canal Co.'s bill was brought before the House of Commons Railway Committee Jan. 23, but consideration was postponed on account of the Government not being ready to announce its policy in regard to the matter.

A press report states that the fleet and business of the Star Line Steamship Co., Ltd., which operates steam vessels on the St. John River, is being offered for sale. J. W. Smith, President of the company, recently said that there was no truth in the report that the C.P.R. was negotiating for the line.

The Mutual Transit Co., Buffalo, N.Y., it is reported, is arranging to run a line of steamers during the coming navigation season between Lake Michigan ports and Goderich, Ont. The steamers will be used almost entirely to carry export flour for transshipment. The Goderich town council has been asked to grant facilities for the construction of wharves, etc.

The Lurline Wreck.

Following is the judgment of Commander Spain, Dominion Wreck Commissioner, and Captains W. A. Wiggins and S. Crangle: "The steamship Lurline was a vessel of 78 ft. 8 in. long, 16 ft. 3 ins. beam, depth 7 ft. 8 ins., with a gross tonnage of 66 tons; she was owned by the Ontario Government and commanded by Capt. J. B. Forest, who holds a service certificate as master of a steamer on the inland waters. It appears from the evidence adduced that the Lurline left Sarnia, Ont., on the morning of Sept. 26, 1907, and arrived off the port of Goderich about 5 p.m. the same day, the whole run being made in daylight, and the obstruction which caused the casualty was also struck during daylight. The obstruction was a breakwater which was built by the Federal Government several years ago, and had been partly washed away and became submerged. It was, however, marked by a stake at each end, and in addition to this a gas buoy was at the south-west end. This buoy was red, and was placed on the wrong side of the channel; the fact of the buoy being in this position, however, did not in any way affect this particular casualty, as by the evidence the Captain himself gave, he was proceeding in the harbor on the old ranges. These ranges have been in operation for more than 20 years, are misleading, and lead a vessel immediately over the submerged breakwater. The court recommends that they should be immediately discontinued. New range lights were put in operation in 1905, and on June 13 of that year mariners were all advised as to the work being done; on Sept. 2, 1905, a further notice was sent out advising all mariners that new range lights had been established, and at the same time giving explicit directions as to entering the harbor; again on Sept. 20 of the same year mariners were advised that a portion of the breakwater had been carried away, and warning them to enter on the new ranges referred to above. These notices to mariners are sent to all Canadian Collectors of Customs, whenever any new aids to navigation are established; or when any danger is reported, and masters of vessels should enquire at the Customs House for these notices. Capt. Forest did not take the necessary precautions to possess himself of the latest information in regard to Goderich harbor, which could have been easily obtained from the last port the ship left, and the same information could also have been ascertained from the Coast Pilot Book, which book was actually on board the steamer at the time of the disaster. This officer was under the very mistaken impression that the aids to navigation at the entrance to Goderich harbor were exactly the same as they were when he last was there, between 15 and 20 years ago, and the casualty to the Lurline was caused by the indifference and negligence of the master in not supplying himself with the necessary information in regard to the aids to navigation which have been established in recent years, and which might have been so easily obtained. As far as the court has been able to ascertain, the previous record of Capt. J. B. Forest is a good one, but the court is unable to overlook the carelessness of this officer in not providing himself with the information above mentioned, and therefore feels constrained (more especially as at the time of the accident the weather was clear, and there was practically a calm sea), to suspend the service certificate as master of a steamer on the inland waters held by Capt. Forest for six months from Sept. 26, 1907, the date of the disaster."

The Dominion Canal Systems.

The expenditure on canals for the nine months ended Mar. 31, 1907, aggregated \$1,835,061.27, of which \$887,830.61 was chargeable to capital, \$264,110.73 to income, \$383,845.74 for staff, and \$299,266.19 for repairs, the last two items being charged to revenue. The revenue derived from canals was \$106,644.71, of which \$92,310.51 was from hydraulic and other rents. By an order-in-council 1905, the system of toll collection was definitely abandoned in respect of all the canals, after having been experimentally abandoned during 1903 and 1904. A sufficient staff was retained to carry on the essential work of recording the traffic and for the collection of such other revenues as are derivable from the leasing of canal lands, water powers, etc. The Government expenditure on canals prior to and since Confederation on capital account amounts to \$91,734,718.21, of which \$20,593,866.13 was expended prior to Confederation; and from the consolidated fund to \$24,495,624.73, making a total expenditure of \$166,230,342.94. The total revenue derived from canals since Confederation amounts to \$13,620,228.03.

The total traffic through the several canals during 1906 was 10,523,185 tons, an increase of 1,154,441 compared with 1905. The amount of tolls that would have accrued had they been in force is \$360,673.05. The tonnage passing through the several canals was:

	1906	1905
Sault Ste. Marie Canal....	6,574,039	5,473,406 tons.
Welland Canal.....	1,201,967	1,092,050 "
St. Lawrence Canals.....	1,637,017	1,752,855 "
Trent Valley Canal.....	28,495	45,231 "
Ottawa River Canals.....	397,415	371,341 "
Rideau Canal.....	82,159	59,864 "
Murray Canal.....	27,727	29,421 "
Chambly Canal.....	498,939	447,069 "
St. Peter's Canal.....	76,327	81,077 "

The work of deepening the Sault Ste. Marie canal approaches to 31 ft. 5 in. below extreme low water mark is nearing completion. When finished a channel way 500 ft. wide at the upper entrance and 315 ft. wide at the lower entrance will be available. The approaches at the lower entrance are completed to that depth. An extension of 800 ft. with concrete superstructure at the south upper entrance pier is now completed.

The extensive improvement works being carried on at Port Colborne, the Lake Erie entrance of the Welland Canal, comprise the deepening of the approach to the canal to 22 ft., and the construction of two docks, with piers 200 ft. wide, upon which grain elevators will be erected for the transference of grain to vessels adapted to the canal navigation when required. In addition to the works undertaken by the Department of Railways and Canals, a breakwater, about a mile long, has been built, and another is being constructed across the entrance to the harbor by the Department of Public Works, which will also dredge out the area so contained, thus greatly increasing the accommodation and insuring safety at this important point.

The channelway through the Galops rapids, commenced ten years ago, has now, though not carried to the full depth of 17 ft. of navigable water originally projected, reached a point beyond which it is not proposed to go, and the work may be regarded as completed. A channelway has been excavated, 3,000 ft. long, 300 ft. wide, except at one point where the width is 248 ft., and it is expected that from 13 to 15 ft. of water, varying with the season, will be afforded by the works now executed.

On the Trent Canal the section, 9½ miles, comprising the new hydraulic lift lock at Ashburnham (Peterborough), was formally opened for traffic in June, 1904. A second hydraulic lift lock to overcome a rise and