

island and the main shore, and for such purpose to issue \$7,000 in debentures of the town-ship council.

The Navigation Co. of Port Stanley (Ltd.) met in St. Thomas, Dec. 12, and elected the following officers:—President, G. K. Crocker, St. Thomas; Vice-President, T. A. Browne, London; Secretary-Treasurer, A. M. Hutchinson, St. Thomas; other directors, Col. F. B. Leys, London; W. A. Day, Port Stanley; P. Stover, E. A. Smith, and J. Mallon, St. Thomas. It was decided to build a new boat at once at Port Stanley, if possible.

Hon. J. I. Tarte, Minister of Public Works, recently told a deputation representing the Toronto city council and other public bodies interested in the development of the harbor, that the Government was prepared to make Toronto harbor what it should be if the city would construct a sewerage system that would take the city sewage out of the harbor. The further improvement of the Don was a matter within the city's own jurisdiction.

C. Schrieber, Deputy Minister of Railways and Canals, recently made an inspection of the Trent valley and the St. Lawrence canals. Satisfactory progress has been made with the various works, although a number of them are still uncompleted. Very few vessels have yet been constructed to the full dimensions of the new locks on the St. Lawrence canals, most of the craft not being loaded to a greater depth than 12 ft. 6 in.

The loss of life on the great lakes during the season of 1901 was 132, against 110 in 1900; 46 in Lake Superior, 34 in Lake Huron, 22 in Lake Michigan, 11 in Lake Erie and 6 in Lake Ontario. Of the total number lost 59 were due to the foundering of vessels, 24 being lost in the sinking of the Hudson in Lake Superior, Sept 14; and 37 were lost overboard or drowned in harbors, the remainder of the casualties being due to miscellaneous causes.

An appropriation of \$45,000 is being asked for from the U. S. Congress for the purpose of establishing a steel lightship at the south-east shoal, Pelee passage, Ont. Last year the Lake Carrier's Association spent \$13,000 in maintaining a light at this point, and they desire a government lightship established. As it is almost entirely U.S. commerce that has to be protected, the Canadian Government does not raise any objection to the U.S. placing a lightship there.

The Mackinac Transportation Co., owned by the Duluth, South Shore, and Atlantic Ry., the Michigan Central, and Grand Rapids and Indiana Rds., has, press reports say, decided to give up its offices at Detroit, Mich., and transfer them either to St. Ignace or Mackinac City, Mich. The Detroit council proposed to assess the Co. to the extent of \$300,000 on its boats, and the Co. states it will remove its head office and pay its taxes where its boats do business.

New York press reports state that Sir C. Furness during his recent visit to Canada made arrangements with the Clergue interests at Sault Ste. Marie, Ont., for the erection of an immense shipbuilding plant, to be located at Sault Ste. Marie, close to the junction of the canal and Lake Superior. Asked as to the location of a steel plant, Sir Christopher said he did not care to take the public into his confidence, and should remain dumb in regard to it for some time to come.

The Niagara Navigation Co.'s annual meeting was held in Toronto, Dec. 16. The manager's report, which was unanimously adopted, showed that the year's business was very satisfactory, the result being the best in the Co.'s history. The Pan-American traffic contributed largely to the earnings. The old board was re-elected as follows: President, J. J. Foy, K.C.; Vice-President, Barlow Cumberland; Manager, John Foy; Treasurer,

R. H. McBride; other directors: J. B. MacDonald, E. B. Osler and W. Hendrie.

The Department of Public Works has estimated the cost of constructing a 20 ft. channel from Georgian bay to Lake Nipissing at \$4,000,000. The distance would be 61 miles and the chief obstacle would be the Five Miles rapids. By the opening of this channel the grain boats would be able to discharge at North Bay, and at Callender. It is on the route of the proposed Ottawa-Georgian bay canal, in regard to which Hon. J. I. Tarte recently said that as soon as the French river scheme was completed the Ottawa part of the scheme would follow.

The Dominion Department of Marine has purchased the tug Lord Stanley for hydrographic survey work on Lake Superior. The Lord Stanley is a screw steamer, built of steel at Meadowside, Scotland, in 1899, classed in English Lloyds and registered at Quebec, her dimensions being: length, 140 ft.; breadth, 24½ ft.; depth, 11½ ft.; tonnage: gross, 276; net, 86. While on the way to the upper lakes the Lord Stanley put in at Toronto, where crews were changed, the crew of the Bayfield, which has hitherto been engaged in the upper lakes survey service, taking the place of the Quebec crew. When leaving the wharf, owing to a misunderstanding of the signals the vessel was driven astern instead of ahead, with the result that \$300 damage was done to the wharf and \$1,000 damage to the hull. Temporary repairs were effected, and the Lord Stanley proceeded to Port Dalhousie, where she will winter.

M. S. Lonergan, solicitor, Montreal, gives notice of application to the Dominion Parliament for an Act to incorporate a company under the name of the St. Joseph and Lake Huron Ship Canal Co. for the purpose of constructing a canal of not less than 14 ft. in depth from some point on the eastern shore of Lake Huron, in the county of Huron or of Lambton, to a point on Lake Erie between Rondeau and Port Burwell, with powers to effect necessary improvements in the lakes at the terminal points; to erect and lease or otherwise dispose of wharves and docks; to own and operate steamers, barges or other vessels, and to charge tolls for the use of the canal; to build rail and tram lines; to operate ferries, telegraphs and telephones, together with numerous other powers. One suggestion is to build a canal from St. Joseph's, which would be a long one and would necessitate the construction of swing bridges over at least seven lines of railway, and a second is to construct 13½ miles of canal from Lake St. Clair to Rondeau, which would require bridges to carry three or four railway lines across its course. By this latter route a saving of 79 miles between the two lakes would be effected, and relieve Detroit river of a great deal of traffic. The traffic through this river is about 40,000,000 tons a year, of which only 10% is local, the remainder being through trade.

Pacific Coast Shipping.

It is reported that a large number of men are employed in the B.C. ship-building yards, at good wages.

Three vessels, it is reported, are to be fitted out at Vancouver, to engage in the whale fishing industry.

The Dominion Government is improving the channel between parts of Pender island, at the Saanich peninsula, in order to make it navigable for small steamers.

A Seattle, Wash., despatch states that the Alaska Mail Co. has been formed to run steamers between that port and Alaska next season. The Co., it is said, proposes to put 20-knot steamers on the route.

It is intended to raise the str. Goddard, which sank in a storm in Lake Laberge, Yukon, recently. She had recently been thoroughly overhauled and was uninsured.

The Pacific Barge Co., Ltd., has been incorporated under the B.C. Companies' Act with a capital of \$5,000, to acquire the barge Atlas, and other barges, and to carry on business as shipowners, freighters, agents, etc.

According to an arrangement reported to have been made the str. Mainlander will in future make two trips a week between Vancouver and Puget sound ports, instead of three as at present; and the third trip will be made to Nanaimo.

The Atlin and Canadian Development Co., Ltd., has been incorporated under the B.C. Companies' Act with a capital of \$1,000,000, with power among other things to own ships and to operate them for the carriage of passengers and freight.

The total amount of damages claimed in the actions being instituted against the Canadian Pacific Navigation Co. on account of injuries and deaths due to the loss of the str. Islander, amount to \$190,000. The actions are being prosecuted by a firm of Seattle, Wash., lawyers.

The Pacific Mail Steamship Co., which operates transpacific and coastal steamships from San Francisco, purposes, it is reported, to extend its coastwise service to Victoria and Vancouver, B.C. Five new steamers are being built for the Co., four in Glasgow, for the coast trade.

Plans have been prepared by A. W. Robinson, M.E., of Montreal, consulting engineer to the Dominion Department of Public Works, for a dredge to be used in deepening the channel in the Arrow lake district, B.C. The machinery of the dredge will be built in the east, and the hull on Arrow lake.

With the close of navigation on the Yukon the British Yukon Navigation Co. will commence operating its stage line to Dawson. Two other companies contemplate carrying freight and passengers to Dawson by stage during the winter, so there should not be any difficulty in getting in or out of the country.

Tide tables for Victoria, B.C., and Sand heads, strait of Georgia, for 1902, with tidal differences for Esquimalt, Vancouver, New Westminster, and Baynes sound, and the current in first narrows, Burrard inlet, have been issued in pamphlet form by the Tidal Survey branch of the Department of Marine.

The U.S. Government purposes to build 12 lighthouses in Alaskan waters. Two of these, one at the Five Fingers between Juneau and Wrangell narrows, and the other on Sentinel island, are nearing completion, and a contract has been let for a third on Lincoln rock. Sites have been selected for six more of the new lights.

A company has been organized in Vancouver for the purpose of operating a line of steamers from St. Michael and Dawson, and a connecting service between Vancouver and St. Michael. Ironsides, Rannie & Campbell, who operated a line on the Stikine river, are interested in the new line. The trip from Vancouver to Dawson by this route can be made in a month, and it is said that a profit can be made by taking freight at \$75 a ton.

A. Piers, General Supt. of the C.P.R. steamships, left Montreal early in Dec. for a trip to Vancouver, B.C. In the course of an interview at Winnipeg, he said the Co. had 40 steamers of different types and sizes in service. The steamer Islander was to be replaced on the Pacific Coast by a new steamer of the Manitoba type, but no contract had been placed for it. There was