

weekly trips will be begun at once, the first steamer of the Lake Erie Navigation Co., the Urania, having arrived at Port Stanley.

On July 20 fire broke out in the hold of the C.P.R. str. Athabasca, which was tied up at the dock at Owen Sound. It was caused by an explosion of patent medicines. Efforts to subdue the flames by steam proving futile, the hold had to be flooded with water & the damage to the cargo was considerable.

The U.S. Treasury has remitted the penalty of \$3,200 imposed on the Canadian str. Comfort for carrying coastwise passengers. She carried a Fourth of July party from Marine City, Mich., to another point in the U.S., via a Canadian port. The captain said that he did not think he was violating any law, inasmuch as he touched at a point in Canada en route.

It is stated that the small passenger steamer Unique is to be put in service again, after being in limbo at Sarnia, Ont., on account of debt. An arrangement has been arrived at whereby she comes into the possession of an eastern syndicate. She is being fitted up & painted & will go into the excursion trade among the Thousand Islands of the River St. Lawrence & vicinity.—Marine Record.

The Northern Navigation Co.'s str. Germanic was launched at Collingwood July 20. She is 190 ft. long over all, 32 ft. beam, depth of hold 12½ ft., registered tonnage 1,300. She has state room accommodation for 200 1st class. Vice-President Long, in referring to the Co.'s increase of capital to \$1,000,000 said that the unexpended \$600,000 would be used in building large vessels suitable for the requirements of the increasing trade; also, that in conjunction with the Dry Dock Co. the N. N. Co. had in view the establishment of a large ship-building industry that would give constant employment to a large number of men.

June touched the high water mark at the Canadian & U.S. canals at Sault Ste. Marie, the freight tonnage of over 3,000,000 tons for the month breaking all records. This tonnage was not only greater than that of any previous

month in the history of the canals, but it exceeded by 244,390 tons the total traffic of St. Mary's canal during the entire year of 1885. Nothing further is needed to demonstrate the marvellous growth of lake commerce during the past 15 years, & the growth during the present year indicates that it will be but a few years when the three locks at St. Mary's Falls will be taxed to their utmost capacity in carrying for it.

In the charge against Capt. McIntyre, of the str. Ongiara, for Sabbath profanation, brought at Niagara recently, judgment was reserved. The defence put in a number of pleas, but it is held that the magistrate has no jurisdiction. The remedy, if any, is a civil one by action only. The Provincial Legislature can make a crime of it or amend the Lord's Day Act, which was in force at Confederation. It is claimed that the Legislature has no jurisdiction in respect to the Niagara River, as it is an international highway, & that the Dominion Parliament alone has jurisdiction. The Niagara Navigation Co. has a Dominion charter, & when a corporation is not liable its servant is not liable.

Six or eight months ago the wooden steamer of 2,500 to 2,800 tons capacity, of which there is quite a large number on the great lakes, & most of them not very old, was not looked upon as very valuable property. Now these vessels are held in some cases at prices 50% above what they could be bought for last winter. Several wooden steamers of moderate size that were on the market just before the opening of navigation, were offered at \$55,000 to \$65,000; now \$80,000 & \$85,000 are the prices asked for them. Negotiations are pending for the transfer of several vessels that would be considered almost worthless a short time ago, but the parties are slow in coming to terms on account of the general advance in values.—Marine Review.

There is said to be no truth in a report which recently emanated from Toronto to the effect that the G.T.R. authorities were considering the advisability of establishing a line of steamboats from either Owen Sound or Goderich in opposition to the C.P.R. steam-

boat service. The G.T. authorities have heard nothing of such a project. The G.T.R. has its affiliated steamboat connections with the great lakes from both Owen Sound, Goderich & Collingwood, to Chicago, Duluth & other lake centres, & it needs no other. The existing service is sufficient for the present requirements of the traffic. Some newer boats will, no doubt, in due course, take the place of the older ones now in the service, but that is a matter of time. The service as it is now conducted is satisfactory.

The proposed St. Clair & Erie Ship Canal involves the building of a canal across the narrow neck of land separating Lakes St. Clair & Erie. The distance is 13 miles. The construction of a canal of this length would save 79 miles of dangerous lake & river navigation. The canal would undoubtedly be of great advantage to U.S. shipping, more so than to Canadian. The shipping passing Detroit amounts to 32,000,000 tons a year. It is estimated that at least two-thirds of this amount would use the canal, & that charges on this tonnage, at 2½c. a ton, would produce a revenue of \$550,000 a year, enough to finance the enterprise. In addition to this, it is claimed there would be a saving of \$1,014,200 a year to the vessel owners by reason of the shorter & safer route via the canal. The promoters do not ask for a subsidy.

The question as to the date on which the St. Lawrence canals will be available for the passage of vessels of 14 ft. draught is one on which officials do not feel like making any definite statement, though all indications point to the completion of all the pending improvements, with the exception of those on the Cardinal section of the Galops canal, by the latter part of August. The Soulages is reported as practically ready & the other works are understood to be in such an advanced stage as to justify the hope that the enlarged & deepened channel may be thrown open by the date mentioned or by Sept. at the latest. The contractors for the Cardinal section have agreed to take all vessels of more than 9 ft. draught up the river by means of strong tugs, so that the opening of navigation from the

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