

offering being larger than can be handled by this boat.

Application has been made for a patent in Newfoundland, by G. Makinson, of The Goulds, Brigus, Nfld., for a lifting apparatus to be used for floating stranded ships.

The Pickford & Black Steamship Co. is reported to be negotiating with the Furness line for the charter of the str. Dahome as an additional vessel for the West India route.

The str. Bona Vista has been chartered by the Plant line for its Boston-Halifax service to replace the Olivette, which goes on her usual winter route from Tampa to Havana.

A small steamer, it is reported, is to be built at Bridgetown, N.S., to run between that port and St. John, N.B., in summer, and St. John and Annapolis, N.S., in the winter.

The new steamers being built on the Clyde for the Dominion Government to replace the Druid and the Newfield, are expected to be completed and delivered in June and July next respectively.

The regulation requiring all boats to report at Customs, both inwards and outwards, is to be strictly enforced in the Maritime Provinces with a view to preventing U.S. tug boats illegally engaging in towing in Canadian waters.

The steam trawler Harbinger was given her trial trip at Yarmouth, N.S., recently. She is fitted with steeple-compound engines of 75 h.p., nominal, and her boiler is tested to a pressure of 135 lbs. Her speed is $8\frac{3}{4}$ knots an hour.

A fog whistle station is being erected at Louisburg, N.S. The building will be of brick, and the horn will be operated by a gasoline engine. It will shift automatically in a semi-circle, blowing a blast in three different directions.

The Plant line str. Halifax, which grounded on Minot's rock, Boston, recently, has been repaired and refitted at a cost of \$47,000, at Wilmington, N.C. The passenger accommodation has been rearranged, and the saloons re-upholstered.

Experiments at Cape Race have demonstrated that under certain atmospheric conditions the fog horns cannot be heard within certain areas, though further off, and within the extreme limits they are distinctly audible. There are several of these areas or zones.

Staff-Captain Tooker, of H.M. survey ship Gulnare, reports that the currents between the Newfoundland banks and the coast north of Cape Race are entirely in accord with the Admiralty charts so far as the area within about 25 miles of the coast are concerned.

The International Steamship Co., of Portland, Me., which operates a line between Boston, Mass., and St. John, N.B., has been purchased by C. W. Morse, of New York, who will amalgamate it with three other companies running from Boston to all the Maine coast ports.

Press reports state that owing to the increase of business between Newfoundland and Canada, the Reid Newfoundland Co. will next year place an additional steamer on the North Sydney and Port-au-Basque route, of a somewhat similar size to the str. Bruce, making a daily instead of a tri-weekly service.

Steps are being taken to raise capital at Isaac's Harbor, N.S., to organize a company to operate a steamship between Canso and Halifax. The statement is made that the Co. when organized and the boat ready for service will be entitled to a subsidy of \$4,000 a year from the Dominion and \$2,000 a year from the Provincial Government.

Col. Anderson, Chief Engineer of the Department of Marine, who has been inspecting the lights and fog signals at Cape Race and

at Belle Isle, recommends the erection of a new lighthouse on the north-east corner of Belle Isle, and a special investigation as to which form or size of whistle bell is most penetrating in the atmospheric conditions prevailing off Cape Race.

In Sept., 1900, the Dominion Atlantic Ry. Co.'s steamers made 24 trips from Boston to Yarmouth, and carried 3,733 passengers; in the same period the Yarmouth Steamship Co.'s boats made 21 trips, and carried 2,954 passengers between the same ports. This year the D.A.R. absorbed the Y.S.S. Co., and running all the steamers made 30 trips between Boston and Yarmouth, carrying 3,740 passengers. Owing to the removal of competition the D.A.R. receipts from this traffic are nearly double what they were in 1900.

Among the sailing ships on the stocks or just launched are the following:—a 550 ton barkentine for New York owners, at W. R. Huntley's yard, Parrsboro', N.S.; a 650 three-masted schooner, for H. Gillespie & Co., Parrsboro', at T. K. Bentley's yard, Port Greville, N.S.; a barkentine, 180 ft. over all, 38 ft. beam, and 14 ft. depth of hold, at J. Monteith's yard, Maitland, N.S.; and a three-masted schooner, 130 ft. over all, 33 ft. beam, and 12 ft. depth of hold, for Sumner & Co., Moncton, N.B., at the yard of H. H. Graves, Harvey Bank, N.B.

Province of Quebec Shipping.

A new fog alarm or siren is being established at Fame Point on the St. Lawrence.

Captain Bernier offers to navigate the Polaris, one of the Quebec-Levis winter ferries, to the island of Anticosti, in Jan. or Feb. next. He says the round trip can be made from Quebec in eight days.

A large and powerful dredge is to be constructed at the Government shipyards at Sorel. It is to be larger than the one recently launched at the Polson Ironworks, Toronto, which is to be given an official test early in Nov.

During the four months ended Aug. 31, 469 vessels, representing a tonnage of 935,238 tons, arrived in Montreal from over-sea ports. Very few tramp steamers have arrived in the port this year owing to the low freights prevailing.

The Leyland line has decided to put on an increased number of steamers between Quebec and London next year, and the Great Northern Ry. Co. has contracted with three other lines to supply cargoes for their boats next year.

The Montreal Harbor Commissioners have asked the Dominion Government to utilize the Lord Stanley, or a similar steamer, to prevent the formation of the icebridge or jam at Cap Rouge, with a view of enabling navigation to be opened a couple of weeks earlier than is customary.

It is understood that the R. & O. Navigation Co. has disposed of three of its steamers, the Island Queen, Caspian and Riviere du Loup. Another boat is being built for the Montreal-Quebec run, and it is reported that two additional boats will be launched in the spring also for the lower St. Lawrence service.

The feasibility of the winter navigation of the St. Lawrence is to be tested this winter. F. H. Clergue, of Sault Ste. Marie, is going to operate the ice crusher Algoma, formerly used in the Straits of Mackinac, between Quebec and open water, but Chief Engineer Kennedy, of the Montreal Harbor Board, says she is too small for the work. Arrangements have been made for the loading of steamers at Quebec a month later than usual.

H. A. Allan, of Montreal, in a recent interview, denied that the Allan line will make its

Canadian headquarters at Quebec. He further stated that the slight imperfections of the Montreal route were being exaggerated in every quarter, particularly through the medium of the Montreal papers, to the detriment of the city and country. "Far from retrograding," he said, "the route is constantly becoming better. What is required now is the deepening of the channel between Montreal and Quebec. Mr. Tarte has promised that this will be done, and I have no doubt that ere long this will be accomplished."

Capt. Wolvin, having received a negative reply from the Dominion Minister of Public Works, in regard to his proposal to operate a fleet of grain steamers to Port Colborne, and barge thence to Montreal, in return for certain privileges, is turning his attention to Quebec. Mr. Smith, who is Capt. Wolvin's representative, and who also represented the Connors syndicate in its abortive scheme at Montreal, has been in Quebec interviewing merchants and the heads of the railway and shipping companies there. Mr. Smith explained what his principals wanted to a gathering at which Hon. John Sharples, Hon. C. Fitzpatrick, W. Power and F. Grundy, and representatives of the Quebec Terminal Ry. were present. It is understood that the Terminal Ry. Co. will draw up some proposals and submit them to Capt. Wolvin.

Ontario and the Great Lakes.

Low water in the Ottawa river is impeding navigation, one authority stating that the water has not been so low for 15 years.

It is reported that next season a direct line of steamers will be run from Owen Sound to Mackinac.

T. E. Connors, Fort Frances, Ont., is building a ferry boat 45 ft. long and 10 ft. beam, to run between there and Koochiching, Minn.

The officers of the Department of Marine are making enquiries for a suitable vessel for conducting the hydrographic survey of Lake Superior.

The str. W. L. Brown, of the Canada Atlantic Transit Co.'s fleet, was recently loaded at Duluth, Minn., with 240,000 bush. of wheat in 6½ hours.

The National Transportation Co., having a capital of \$2,500,000, is being organized in New Jersey to engage in the freight trade on the Great Lakes.

The Northwest Transportation Co., a Dominion corporation, has been granted an Ontario license, and J. J. Long, of Collingwood, President of the Co., has been named its attorney.

The Marine Record contends that in making the entrance to lake ports only 200 or 300 ft. wide, an error has been committed, and that the entrance should be at least the length of a modern vessel.

For Sept. 4, 135,237 tons of freight passed through the Canadian and U.S. canals at Sault Ste. Marie, making an aggregate for the season of 20,369,065, or 467,592 in excess of the figures of 1900.

The Rainy River Navigation Co. has been running a daily service between Rat Portage and Fort Frances, the Keenora taking the lake service to Beaver Mills, and the Agwinde, the river service to Fort Frances.

It is reported that Folger Bros., Kingston, purpose having two new boats on the St. Lawrence next year, one to carry 1,500 passengers for the Kingston-Ogdensburg service, and the second to carry 250 passengers.

A two-decked steamer, the Pontiac, for passenger and towing purposes, and having a speed of 12 miles an hour, was recently completed at Arnprior by McLachlin Bros.