

St. John, N.B., Spencer's Island, Parrsboro, Canning, Wolfville, Bass river and Maitland.

The Dominion Government has granted a subsidy of \$1,150 a trip for 12 round trips a year, to the Halifax and West India Steamship Co., between Halifax and Jamaica. The contract will continue in force until Dec. 31, 1906.

The Dartmouth Steel Shipbuilding Co. has been organized in Boston, Mass., with a capital of \$5,000,000, to take over the plant of the Nova Scotia Iron Works, and to carry on a shipbuilding and repairing business at Dartmouth, N.S.

The Red Cross Line str. Rosalind, of 1,634 tons net, and steaming 12 knots an hour, has arrived at St. John's, Nfld., and will be run between St. John's, Halifax and New York. G. S. Campbell & Co., St. John's, are the Newfoundland agents.

The Dominion Atlantic Ry. Co. is having built at Dumbarton, Scotland, a freight and passenger boat for the St. John, N.B.-Digby, N.S., route. She will draw 12 ft. 6 in., will be propelled by twin screws, and will make 15 knots an hour. She is expected to be in the service Nov. 1.

An act amending the St. John Graving Dock Act has been passed by the New Brunswick Legislature, authorizing the construction of a dock 625 ft. in length, instead of one of 800 ft. formerly contemplated. The Dominion Government is being asked to vote a subsidy towards the erection of the dock.

The Newfoundland Legislature passed an act at its recent session providing that all foreign-built vessels seeking to obtain a British registry in the colony, shall pay an ad valorem duty on the hull and machinery of 5%. The provision, however, does not apply to vessels purchased for use in the colony.

The Barque Mary A. Law Co., Ltd., has been incorporated under the Dominion Companies' Act, with H. Lewis, H. K. Lewis, G. L. Wetmore, Yarmouth, N.S.; W. F. Hagar, and J. W. Wilson, Philadelphia, Pa., as incorporators, with a capital of \$15,000, to carry on a general navigation business. Head office, Yarmouth, N.S.

The Springfield Steamship Co., Ltd., has been incorporated under the New Brunswick Companies' Act, with J. E. Moore, Beatrice E. Waring, St. John, N.B.; J. G. Downing, Springfield, N.B.; and A. Le B. Peatman, Greenwich, N.B., as incorporators, to acquire the str. Springfield, and to carry on a general navigation business. The Springfield is a side wheel steamer, built at Woodstock, N.B., her dimensions being: length, 110 ft.; breadth, 17.4 ft.; depth, 3.8 ft.; tonnage—gross, 233; net, 147.

The St. John Steamship Co., Ltd., has been incorporated under the New Brunswick Companies' Act, with T. McAvity, W. H. Thorne, W. H. Barnaby, H. W. Deforest, C. W. Deforest, H. Hayward, H. C. Smith, St. John; G. D. Prescott, S. T. Stevens, I. D. Prescott, of Albert county, N.B., as incorporators, with office at Rothesay, N.B., and a capital of \$10,000 to carry on a general navigation business. The Co. has purchased the str. Beaver to ply between St. John and Albert county ports.

A deputation from St. John, N.B., has asked the Government to expend \$800,000 on harbor improvements at that place. The Corporation, it was stated, has already spent \$750,000 on harbor improvements, but works to cost about \$1,000,000 more are urgently required. Considerable dredging is required, and berths for five additional ocean steamers are needed, for which plans prepared by the city engineer were submitted. The Minister of Public Works promised to visit St. John to see what was required, and how far the Government could aid the work.

Province of Quebec Shipping.

A contract has been let to R. McDonald, Toronto, for the construction of wharves for ocean-going steamers at Three Rivers, Que.

The Black Diamond line purposes making tests with oil as a fuel on its steamers trading between St. Lawrence ports and Sydney, N.S.

The hydraulic suction dredge, J. Israel Tarte, is reported to be doing good work in dredging on the 30 ft. channel in Lake St. Peter.

Bouchard Bros., Quebec, have bought the str. Gaspesian to run between Montreal and Grand River, Gaspé. She is 170 ft. long and 27 ft. 6 in. beam, and has been brought out from England.

The Montreal Harbor Commissioners have granted the Dominion Coal Co. an additional 400 ft. of wharf space at Windmill point. This gives the Co. a wharf frontage of 1,200 ft., with a depth of 27½ ft.

The str. Ocean, owing to a failure of her engines June 5, in the Lachine canal lock at Montreal harbor, carried away two of the gates, and the current forced her into collision with the Allan liner Parisian. The Ocean was considerably damaged. The lock gates were replaced on the following day.

The pile foundation for the new elevator in Montreal harbor has been nearly completed. The work is being done under the supervision of A. St. Laurent, Assistant Engineer of the Department of Public Works, that department having relieved the Harbor Board of all responsibility in regard to the erection.

At a conference held June 16 between the Minister of Public Works, G.T.R. officials and the Montreal harbor commissioners, a plan is understood to have been approved of by which the ground at Windmill point is to be raised by the harbor commissioners, and the G.T.R. will erect an elevator on the site at a cost of \$750,000.

The Inverness and Richmond Collieries and Ry. Co. has accepted the 400 ft. of wharf accommodation at Windmill point, Montreal, offered by the harbor commissioners. The Co. will commence the erection of coal towers, etc., on the site in 1903, meanwhile accommodation will be found for its vessels in another part of the harbor.

The St. Lawrence Terminal Steamship Co., which was incorporated in 1901 to carry on a general navigation business and to lease terminal facilities on the line of the Quebec Southern Ry., has completed its organization with the following officers: President, H. A. Hodge, Montreal; Vice-President, F. D. White, Rutland, Vt.; Secretary, R. T. Heneker, Montreal.

The Richelieu and Ontario Navigation Co.'s new steamer, Montreal, for the lower St. Lawrence river route, was successfully taken from Toronto to Montreal through the rapids, reaching the latter port, May 30. She drew 7 ft. 7 in., and touched bottom once while going through the Lachine rapids, but no material damage was done. The steamer is now at the R. and O. N. Co.'s yard at Sorel, having her fittings completed.

The Soulanges canal was opened for the season, May 1, when the new electrical apparatus for working the locks, gates, sluices, etc., were in successful operation. The gates are closed in one minute and the sluices in 45 seconds and everything works smoothly. Electric lights are placed all along the canal, and the dangers of night navigation are reduced to a minimum. A tug has been run through the 14 miles of canal with five lockages in two hours and ten minutes under the new system.

The Hamburg Steam Packet Co. brought an action in the Exchequer court against the King for damages to its str. Arabia by

grounding in the St. Lawrence. The court held that the Crown was not liable for the non-repair of the channel, and was under no obligation to keep it safe for navigation, and that the certificate given by the Portwarden, if improperly given, was not negligence for which the Crown was liable. The Co. appealed against this decision, but it was confirmed by the Supreme Court.

The Montreal Herald, reviewing the condition of the Montreal harbor, and the works in progress or contemplated for its improvement points out that there are already built 6,040 ft. of wharfage with a depth of 30 ft. at low water; 19,588 ft. with a depth of from 25 ft. to 27 ft. 6 in., and 3,518 ft. with a depth of less than 25 ft. Of this 5½ miles of wharfage, 6,000 ft. have been constructed since 1898. There are now under construction and nearly completed 3,500 ft. of wharfage with a depth of 30 ft. at low water, which will bring the total wharf frontage up to 32,646 ft., or about 6 miles.

The str. King Edward, engaged in the freight and passenger trade between Montreal and Quebec, and ports on the north and south shore of the Gulf of St. Lawrence, and owned by Holliday Bros., Quebec, was built at Hull, Eng., and not Hull, Que., as stated in our May issue. She was launched at Hull, Mar. 15th, and reached Quebec May 28. Her dimensions are: length over all, 156 ft.; breadth, 24 ft.; depth of hold, 11 ft. She has a gross tonnage of about 400 tons, is fitted with triple expansion engines capable of giving a speed about 14 knots an hour. The passenger accommodation is well arranged, and includes smoking-room and ladies' cabin, in addition to a large saloon. The vessel cost about \$60,000. Fortnightly sailings are made from Quebec to Natashquan and intermediate ports along the Gulf, about 500 miles; and from Montreal and Quebec to Gaspé and intermediate ports about 400 miles, either of which is a most attractive trip.

The Minister of Marine, after a conference with the shipping and marine insurance companies, and an investigation of the St. Lawrence route, has decided on having the following additional aids to navigation placed on the southern route: At Cape Race a quick flashing light is to be established and the whistle changed to syren. At Cape Pine a first-rate light and fog signal will be established, and as this is in Newfoundland it is proposed to invite the Imperial and Colonial governments to co-operate with the Dominion authorities. The light and signal at Cape Ray are to be improved, and the fog alarm at Cape Rosier is to be strengthened and the light made occulting. Entering the St. Lawrence by the Strait of Belle Isle, or northern route, a new light and fog alarm will be placed on the northeast end of Belle Isle. At Cape Bauld or Cape Norman one of the fog alarms will be changed, and a lightship will be placed at the east end of Anticosti. Between the point where the two routes above mentioned join, viz., Fame Point and Quebec, a number of improvements are contemplated.

Ontario and the Great Lakes.

The Niagara Navigation Co. has declared an interim dividend of 4%, payable July 2.

The Algoma Central and Hudson's Bay Ry. Co.'s bulk freight steel tow barge Agawa will be launched at Collingwood, July 12.

The plans for the new lock in the U.S. canal at Sault Ste. Marie, Mich., provide for one 1,350 ft. in length between gates, and 70 ft. in width.

The str. Iona, of Picton, owned by F. E. Hall & Co., was burned at the coal loading plant at Syracuse, N.Y., recently, one man losing his life.