

that 300 ft. was sufficient, & that is the width. Moreover, the work has been roughly done; the sides of the channels have, it is said, been left rough & ragged, & this contributes, it is said, an additional danger. It is confidently expected by navigators that if there is navigation of any consequence by 14 ft. vessels under these conditions there will be another series of accidents to be scored against the St. Lawrence route. It seems to be the opinion of navigators that the engineers are lacking in both knowledge & skill in regard to the work of improving our river navigation, & that they are not very greatly interested in it or strenuous in their efforts to secure real improvements. And they are not inclined to give much consideration to the views of those who have, at least, great knowledge & long experience as to navigation & its needs."

Maritime Provinces & Newfoundland.

G. Robertson, M.P.P., of St. John, N.B., has gone to England in the interests of the Imperial Dry Dock Co., which proposes to build a dry dock at St. John.

The Cape Island Steamship Co. is being formed with a capital of \$10,000, to do business on the south shore of Nova Scotia, with Clark's Harbor as the chief place of business.

The Richmond Steamship Co.'s steamer Vega, of the St. Peters-Mulgrave route, is in winter quarters at Sydney, N.S., for the usual overhauling. During last season the Vega steamed 16,000 miles, making 30 more trips than in 1898.

Residents of Southampton, Dumfries, Prince William & other up-river parishes propose building a boat that can run on the St. John river between Woodstock & Fredericton all summer. She will have a capacity of over 200 passengers & 40 tons of freight. A company is being formed with \$20,000 capital. The merchants of Fredericton will lend the company a helping hand, as it would be greatly to their interests to have continuous river service during the summer.

The new str. Glencoe, of the Newfoundland Ry. service, is now running weekly between St. John's, Nfld., & Halifax, N.S., connecting with the Plant Line service between Halifax & Boston. She is a sister ship of the str. Bruce, running between St. John's & Sydney.

She is 1200 tons gross & 800 net, with quadruple engines, & is lighted with electricity. There are berths for 42 persons, besides a ladies' cabin, which accommodates 8 more. The 2nd class quarters are fitted for 50 men & 25 women. She has a speed of 12½ knots.

Province of Quebec Shipping.

The contract for building a wharf at the I.C.R. station at Levis has been awarded to Contractor Lemieux of that place.

At the annual meeting of the Kingston & Montreal Forwarding Co. in Montreal, Feb. 1, the following were elected:—President, F. Ross; Vice-Pres., J. B. Carruthers; other directors, F. W. Ross, J. T. Ross, W. Stewart; Secretary, G. R. Moir.

The Montreal Harbor Commissioners are figuring on securing another dredge. The Engineer estimates that the cost will be, with the machinery as under construction on dredge no. 4, about \$46,000; with steel hull, about \$52,000, & with greater steam power, somewhat larger hull, & strengthened machinery, \$58,000.

At a recent meeting of the Chambre de Commerce in Montreal, A. J. Corriveau proposed a scheme for a new navigation route by way of the Richelieu River & Lake Champlain. His idea is to construct a canal from Longueuil to Ste. Therese Bay in the Chambly Canal, 18 miles, & to enlarge the Chambly Canal from there to St. John's, 4 miles. He thinks the U.S. should assist in view of the international character of the route, & is of the opinion that it would reduce the cost of coal 75c. a ton in Montreal.

At the annual meeting of the Ottawa River Navigation Co. in Montreal, Feb. 15, the following were elected:—President, I. J. Gibb; Vice-President, R. H. W. Shepherd; Managing Director, R. W. Shepherd; other directors, Messrs. E. W. Simpson, R. Boulton & H. Wallis. The report referred to the prosperous condition of the Co. & the satisfactory season closed. The str. Victoria, built in Toronto, & placed on the Ottawa River service, fully met all requirements. Her first season's business was above expectations.

A number of directors of the Great Northern Ry., of Canada, called upon the Quebec Harbor commissioners recently & asked that body to co-operate with them in doing everything

possible to increase the shipping facilities of Quebec. They requested that the harbor be put in the finest possible condition & that their own enterprises be systematically aided. In reply the commissioners, through their chairman, assured the deputation that they were prepared to go to any length that was advisable in the matter, & congratulated them on their enterprise & public spirit.

In introducing a bill to amend the Pilotage Act in the House of Commons recently, the Minister of Marine explained that it referred only to the pilots on the St. Lawrence between Montreal & Quebec, & was largely the result of the findings of the commission appointed after the strike of the pilots a couple of years ago. A number of points of difference were covered in by-laws which he had submitted to the Harbor Commissioners of Montreal, the pilotage authorities. These proposed by-laws provide that in any meeting held by the Commissioners to consider such matters as the buoying of the river, a representative of the pilots should be present to advise them; that the pilots should be subjected once in three years to a color-blindness test, & that the number of pilots should not be increased beyond 50. The present bill established a tribunal, with complete jurisdiction, to inquire into charges against pilots, taking that power out of the hands of the Harbor Commissioners. This tribunal consists of three persons, two of whom should possess nautical or pilotage experience, to be appointed by the Minister of Marine, one on his own nomination, who should be Chairman, one on the nomination of the Harbor Commissioners, & the third on the nomination of the pilots themselves.

Harbor Engineer Kennedy, of Montreal, has made the following report on the wharves, etc., which are to be built by the Dominion Department of Public Works below St. Mary's current. The pier & shore wharf are to be built forthwith with the \$500,000 voted by Parliament last session. The pier is to be placed midway between the existing piers at Hochelaga & parallel to them. It will be about 272 ft. wide x 1,000 long on the upstream side, & 840 on the downstream side, & will be surmounted by a temporary ice-resisting wall running lengthwise of the pier, & so placed as to leave a clear space of about 80 ft. wide between the wall & the upstream side of the pier, & another of 160 ft. wide between the wall & the downstream side. The space of 80

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