

Curry, of Windsor, N.S., are applying for incorporation under the Dominion Companies' Act as the Barque Star of the East Co. (Ltd.), with a capital of \$20,000 to carry on business as shipowners and carriers by sea. The head office is to be at Windsor, N.S.

The St. John, N.B., council has appointed a committee to look into the structure of dry docks in U.S. ports. G. Robertson, M.L.A., who is promoting the scheme, says that if the council does not insist upon a granite dock being built, the construction of a dock either of concrete or wood will shortly be commenced. The council previously pledged a subsidy of \$2,500 a year for 40 years for a granite dock.

The Newfoundland Legislature at its last session passed an act constituting a marine court of enquiry for the colony, such court to comprise a stipendiary magistrate or practising barrister of 10 years' standing who shall be assisted by one or more nautical or engineering assessors, for the purpose of investigating any marine casualties occurring in Newfoundland waters, or on the seas contiguous thereto. The act is in its general terms similar to one passed by the Dominion Parliament last session.

For a short time last winter the str. Stanley ran between Tormentine, N.B., and Summerside, P.E.I., but was withdrawn. As the result of depositions the Minister of Marine has directed the str. Stanley to be put on the route again this winter. The new service was inaugurated Nov. 20, by a special steamer and the Stanley was put on the run on Dec. 23. The I.C.R. will fix the rates over the new route with the New Brunswick and Prince Edward Island Ry. It is intended to give the route a thorough trial this winter. It is claimed that the new route has considerable advantages over the route between Georgetown, P.E.I., and Pictou, N.S.

Province of Quebec Shipping.

The Richelieu and Ontario Navigation Co. has increased its wharfage accommodation at Quebec by the purchase of Hunt's and Crawford's wharves.

The number of sea-going vessels entered inwards at Quebec for the season of navigation of 1901 was 383, of which a large number proceeded to Montreal.

The Richelieu and Ontario Navigation Co.'s new steamer, which it is proposed to name the Montreal, will be launched at Toronto, Jan. 15. The new steamer is for the Montreal-Quebec service.

It is reported that the Dominion Steamship Line, which transferred its business to Portland, Me., in 1900, will return to Montreal next season, the Portland experiment not having been altogether a successful one.

Three lightships which were retained in Lake St. Louis, above Montreal, for the convenience of the grain trade somewhat later than usual, were caught in the ice, Nov. 28, and had to be cut out, tugs having failed to move them.

The Leyland line, it was reported, offered to run a special steamer to Quebec in Dec. last, if the Dominion Government would pay \$6,000, the extra expense and insurance on the vessel, but the Minister of Marine said, while the matter was talked of, no proposition was submitted.

Commodore J. U. Gregory has been directed by the Department of Marine to hold an enquiry to investigate upon the condition and safety of the St. Lawrence river, especially at the mouth of the Saguenay, as a result of the complaint of Price Bros. on the recent grounding of the Urania there.

During the last season of navigation 396 steamers, with a tonnage of 988,018, arrived

in Montreal from oversea ports, against 416, with a tonnage of 1,038,234 in 1900. The coal imports from Nova Scotia ports amounted to 932,170 tons, and from British and U.S. ports to 76,982 tons.

W. Nordin, of O. W. Nordin & Co., Paris, France, who are engaged in the Baltic trade, has been visiting Quebec with a view of keeping the river from that port to the sea open for winter navigation. Below Quebec the river is never entirely frozen over, the chief danger to navigation being the floating fields of ice.

The barge Ahele took a shipment of 22,000 bush. of wheat from Kingston, Ont., to Quebec last season to discharge. This was the first grain carrying vessel to reach the port from the west, and it is expected that, as the experiment was a success, a large business will be done between Quebec and Ontario ports in grain next year.

On Nov. 23 last the Department of Marine began to remove the lightships and buoys below Quebec, against which action the shipping men of that port protested, as five vessels were still scheduled to leave there. One of these vessels subsequently struck on St. Roch shoal, but got off leaking. The Government agent at Quebec states that a permanent pier and light was placed at the Traverse, near this point, to guard against such an occurrence, which light was approved of by pilots and vesselmen.

The remarks made by R. Reford, of Montreal, when a deputation of the shipping interests of that city waited on the Dominion Government in Nov. last were briefly referred to in our last issue, since which a fuller report has been received. Speaking of marine insurance on steamers using the St. Lawrence route, Mr. Reford said: On a steamer of about 8,000 tons, costing £100,000, or \$500,000, a reasonable valuation, the rate of insurance for 12 months would be between 9 and 10%, as against 4 to 4½% on a steamer of similar size and cost running to Boston or New York, with which Montreal has to compete for its ocean freight, so making a discriminating charge of about 5% against the St. Lawrence route. This on \$500,000 is \$25,000, and the average number of trips that a steamer can make to the St. Lawrence being about 5, the discriminating rate against the St. Lawrence route thus amounts to \$5,000 a round trip. Ocean marine insurance is usually fixed for a period of 12 months in advance, and although a steamer can only use the St. Lawrence route for 6 months, this extra insurance is levied on the entire year's work, although she may trade the other six months to the U.S., showing that the whole difference of 5% is levied against the St. Lawrence route and its supposed dangers.

Ontario and the Great Lakes.

A writ has been issued in the Ontario High Court by the J. D. Shier Lumber Co. (Ltd.) against the Muskoka Navigation Co. (Ltd.) et al. for \$11,623.

The Detroit, Belle Isle & Windsor Ferry Co. is reported to have placed an order for an excursion steamer for the Detroit-Bois Blanc island run, to be completed by June next.

The U.S. government has approved of plans for widening the ship canal at Sault Ste. Marie at a cost of \$750,000. The proposed works will take 18 months to complete.

The total tonnage passing through the Canadian and the U.S. canals at Sault Ste. Marie, in 1901, up to Dec. 1, was 27,817,811 tons, an increase of about 3,000,000 over 1900.

The barge Roberval, corn-laden, which sank in Johnston bay, below Prescott, was split open owing to the swelling of the grain.

The corn has been pumped out with a wrecking pump.

At Marlton's yard, Goderich, a new tug is on the stocks; a contract has been secured for a second, and other steamers are being figured on. One of these latter is a large passenger boat.

The lockmaster at Rosedale locks on Balsam lake reports that during the season of 1901 the number of lockages was 892 against 526 in 1900. The number of steamers locked through was 559.

Materials are being taken to Port Carling, under the direction of the Ontario Public Works Department, for the purpose of being ready to start work on lengthening the lock between lakes Rosseau and Muskoka.

The total tonnage passing through the Soulanges canal for the season of 1901 was 911,327, carried in 2,995 vessels. There was a falling-off in the grain shipments as compared with 1900 of 1,391,062 bush.

A. A. Hackett, Wiarton, Ont., who is removing the machinery from the str. J. J. Long, recently burned in Meldrum bay, has a contract for building a new boat for Capt. Cleland, owner of the burned steamer.

The Montreal Transportation Co.'s steamer Bannockburn has been laid up for the winter and for repairs at Midland, owing to the impossibility of obtaining accommodation at the Government dry dock at Kingston.

W. J. Brown, of Detroit, Mich., who owns the str. Pittsburg, trading between Sandusky, Ohio, and Sault Ste. Marie, Ont., and intermediate Ontario ports, will, it is reported, place an additional steamer on the route next year.

J. Stewart, who had charge of the transporting business of the Canada Atlantic Ry. at Coteau, Que., last season, says the Co. handled 13,000,000 bush. of grain at that point by the barges of the Kingston and Montreal Forwarding Co.

The Myles Transportation Co. of Hamilton is seeking to recover damages from Long Bros., Ltd., of Collingwood, for not having a cargo ready for the propeller Myles on a trip to Collingwood in Nov. on the alleged order of Messrs. Long.

Captain W. E. Clark, who was Superintendent of the Northwestern Steamship Co. last season, says it is doubtful if the Co.'s four vessels will ever return to the lakes again; if they do they certainly will not attempt to trade to Europe again.

During the past season the harbor improvements at Collingwood have been completed so far that vessels drawing 18 ft. 6 in. were able to come alongside the elevator. The Strathcona was the first vessel so deeply laden to enter the harbor.

A press report states that the Toronto Navigation Co. is having two steamers built on the Clyde, to be put on the Niagara route next season. As the T. N. Co. is now being wound up in liquidation, there cannot be any foundation for this statement.

The new owners of the Crandella include J. H. Lennon, F. K. Begbie and Captain Elliott, and it is stated it is their intention to rename her the City of Lindsay when the repairs are completed. She is to be put on the slip at Lindsay and practically rebuilt and refitted.

Vessel owners and freighters asked that insurances on the great lakes be extended for a week last season in order to enable them to carry grain until Dec. 12. It is understood that the insurance companies made no objection to undertaking certain of the risks.

The U. S. engineers engaged in the lake survey service state that the Chicago drainage canal is responsible for the lowering of the lake levels. Lake Superior is 6 in.,