

Mr. Kirkwood, of Toronto, the owner of the Belleville rolling mills, has decided to put the plant in operation himself, and will turn out thirty tons per week. His agent has been instructed to purchase scrap-iron in all the neighboring towns.

"Power Transmission Economics" is the name of a twenty-page publication to be issued monthly, by the Dodge Mfg. Company, of Toronto, to give information in regard to the economical distribution of power, and while a good part of its space describes transmission machinery, manufactured by this concern, space will be given each month to matters of general interest to the manager and head of any manufacturing concern. Copies are sent free on request.

J. C. Wilson & Co., Glenora, Ont., make a specialty of mill-gearing of all kinds. With their special machines for dressing the teeth, whether of wood or iron, all gears turned out by this firm are mathematically true, and consequently run light and smoothly. Among their recent customers are the following, namely, the Canadian Col. Cotton Mills Co., the Rathbun Co., Deseronto, Ont.; the Lakefield Portland Cement Co., Lakefield, Ont.; the Canadian Portland Cement Co., Deseronto, Ont.; J. H. Mullin, Bear River, N.S.; S. Waldoek, Glenville, Ont.; C. C. Brown, Danville, Que.

Marine News.

The schooner *Gloriana* has been wrecked near Canso, where the *Tiber* was lost. Fifteen of the crew were drowned.

The steamer *Monteagle*, from Chicago, got out of her course in Kingston harbor and ran on a shoal. She had to be lightened to get off.

The Buffalo Dredging Co., Buffalo, has begun work on an \$800,000 contract. It consists of a channel 350 ft. wide and 23 feet deep in Niagara river.

Stephen & McKinnon, of Rat Portage, have been awarded the contract for two new lighthouses on Lake of the Woods at the mouth of Rainy river.

The C.P.R. will soon add another steamship to their Pacific fleet sailing between Vancouver and China and Japan. She will be similar to the three *Empresses*.

The new tug boat *Lord Kitchener* will be used as a fire boat as well, at St. John, N.B. She carries a powerful fire and wrecking pump, throwing 500 gallons a minute.

A contract has been let by the Government to the Nova Scotia Steel Co. for a weekly summer service from Pictou to Souris and the Magdalen Islands for a term of years.

The Government steamer *Lady Laurier* has been to Sable Island with supplies. She reports no wrecks. Many of the trees and shrubs planted there have died, but a number are growing and thriving well.

The Burrill-Johnson Iron Co., Yarmouth, N.S., is building the machinery for the steamer *Westport*, for a freight and passenger steamer for St. Pierre, Miquelon, and a freight steamer for J. W. Hutt, of Liverpool, N.S.

Sir A. L. Jones, head of the Elder-Dempster Company, of Liverpool, and Sir Alston Dixon, a great shipbuilder in North England, are said to be interesting themselves in a project for the erection of a steel shipbuilding plant at some port in Nova Scotia.

The steamer *Turret Cape* took to Kingston from Fort William 101,000 bushels of wheat, the largest single cargo that ever arrived there. She ran ashore on Four Mile Point, Lake Ontario, having mistaken the channel, but was got off by lightening her of a portion of her cargo.

The Dominion liner *Kensington* has made her first trip to Montreal. She is a fine twin-screw steamer of 8,669 tons, with accommodation for 240 first-class passengers, and a steerage passenger capacity of one thousand. She is fitted with large refrigerators for carrying dressed beef and other perishable cargo.

A steamer has been placed on Lake Temagami, running from the northeast corner, which will be touched by the Temiskaming Railway.

The Prince Edward Island Ferry Company, of Charlottetown, is applying for a charter. It will operate a steam ferry from Cape Traverse or Carleton Point to Cape Jourmain or Cape Tormentine.

While passing through the Narrows, at the harbor of St. John's, Nfld., the schooner *Cabot* caught the fluke of her anchor in the rail of another vessel and both narrowly escaped going aground, the rail being cut away just in time to free them. The accident was the result of trying to pass too close.

The new Cunard steamships now being built will be 54 feet longer than the *Kaiser Wilhelm II.*, now the longest vessel afloat. Their displacement will be 32,000 tons, which is 6,200 tons less than the *Cedric*, which still remains the largest vessel in existence. Their engines will be 65,000-h.p., and their speed 25 knots.

Capt. William Leslie, of the Collins Bay Rafting Co., has applied to the Dominion Government for a bonus to keep his steamer, the *Petrel*, and a wrecking outfit at Cape Race, so that immediate assistance can be given to vessels that get into trouble in that locality. A wrecking station is needed in the gulf, and it is likely the request will be granted.

The wooden steamer, *Simla*, the largest ever built by the Calvin Co., was recently launched at Kingston, and is now getting her engines at the Polson Co.'s works, Toronto. She is 240 ft. long, 37 ft. beam and 15 ft. deep, and has a capacity of 70,000 bushels. She will carry timber between Upper Lake ports and Garden Island, and occasionally a cargo of grain.

The business of the port of Montreal has been seriously interfered with during the past month by the longshoremen's strike, which completely paralyzed the loading and unloading of vessels. The carters joined in the strike, and refused to handle goods unloaded by non-union men. The troops had to be called out to preserve order. Finally the strike was settled by mutual concessions.

A number of Cleveland parties have given an order to the Columbia Iron Works, St. Clair, Mich., for a steamer, which will be the largest on fresh water, to be ready for next spring. Her dimensions will be: Length, over all, 500 ft.; keel, 480 ft.; beam, 52 ft.; depth of hold, 30 ft., with a 6-ft. water bottom. She will be built on the 3-ft. frame space system and will have fifteen hatches, each 9 ft. long. Her motive power will consist of triple-expansion engines furnished with steam from three Scotch boilers.

The new steel steamer, *Wacondah*, which recently arrived from Greenock for the Ontario Steamship Navigation Co., has already had her share of misfortune. When 85 miles off Tory Island on her way out, she had to put back, eighty tons of pig iron, which formed part of her cargo, having shifted. Her engines broke down ten times, and she had to heave to several times on account of cargo having been displaced by rough weather. She took eighteen days to cross the ocean. When on her way up the St. Lawrence she struck near Faran's Point and sunk in 17 feet of water, with a lot of fire-brick on board. She was raised without much difficulty and taken to Buffalo for repairs.

In order to encourage the construction of dry docks at suitable ports, the Dominion Government has raised the subsidy to 3 per cent. upon the cost of the work, which sum is payable for twenty years after the completion of the work. It is now expected that work on the proposed dock at St. John, N.B., in which G. Robertson, M.P.P. is largely interested, will be proceeded with and proposals are also being made for a dock at Halifax, N.S., one at Montreal, and another on the Pacific coast, for deep sea ships. On the Great Lakes additional dock accommodation is required, notably at Toronto and on Georgian Bay. The enlargement of the Collingwood dock is not regarded sufficient to answer the requirements of Georgian Bay. A dock is needed on Lake Superior, either at Sault Ste. Marie or Fort William.