

The lake divers at Cleveland are on strike.

An appropriation will be asked to light the ship channel between Montreal and Sorel.

The Welland canal will be open for navigation on April 10th, and the other canals on May 1st.

Tenders are again asked for a fast Atlantic service, offers being received for an 18 and 21-knot service.

The Canadian Northern Railway disavow any intention to place a fleet on the Atlantic at present.

The C.P.R. has abandoned any intention to establish a steamship service with Glasgow for the present.

The steamer Rideau Queen sank in the lock at Jones' Falls, where she was wintering. She was easily pumped out.

John A. McGowan has launched, at Shelburne, N.S., a new steamer to ply between St. John, N.B., and Westport.

Work for the season has commenced on the contract for deepening the channel of the St. Lawrence east of Prescott.

M. Connolly, of Montreal, has purchased a steel steamer for the Baie de Chaleurs trade, and is negotiating for another.

A shoal with only 12 feet of water has been formed about 500 feet south of the eastern entrance to Toronto harbor.

The Government steamer, Stanley, after two months' imprisonment in the ice in Northumberland Straits, got free without damage.

A wireless telegraph system is to be installed in the Lower St. Lawrence, if practicable, and of advantage to vessels navigating the river.

St. Andrew's, N.B., is spoken of as the winter port of the C.P.R. The ocean voyage is about 140 miles shorter than from St. John or Halifax.

The mast recently placed in the yacht Shamrock, built for Sir Thomas Lipton, is hollow steel of unbroken length. The topsail yard is of similar construction.

The steamer Della Ritchie sank at her wharf at Kingston. It is said the frost drew the oakum out of the seams, and the same cause is given for other similar disasters.

Work has been resumed on the Depot Harbor breakwater. The company has purchased two additional engines for the work, which is under the management of Fred. C. Miller.

The Muskoka and Georgian Bay Navigation Co. authorized the directors, at the annual meeting, to spend \$40,000 for a new steamer. A. P. Cockburn was again elected manager.

The new twin screw SS. Columbus, of the Dominion line, lately launched at Harland & Wolff's Belfast shipyards, is nearing completion. She is of similar design to the Commonwealth, but larger—15,000 tons.

The British cable steamer Iris will be kept permanently on Pacific line repair work, after laying a 40-mile section up the Alberni canal to replace a bad section of the land line which had to be repaired frequently last winter.

Permanent steel sheds, with concrete floors, will probably take the place of the temporary wooden sheds on the Montreal wharves. The estimated cost of eight sheds, including elevated roadways, ramps, tracks, etc., is \$2,368,000.

The steamer Rosemount will be electrically equipped with a direct connected unit system battery, and the wiring for sixty-five incandescent lights and a powerful searchlight. The new steel steamers, Fairmount and Westmount, will be similarly equipped.

If Parliament does not do something for Capt. Bernier this session, he will probably accept an offer from a wealthy New Yorker to take charge of an expedition to the North Pole. Anthony Fiala, a young artist and photographer, of Brooklyn, is to lead a Ziegler expedition to the Pole.

The Iroquois, built last summer by the Bertram Co., for the St. Lawrence Navigation Co., is being finished at Toronto for her place on the Fort William and Georgian Bay route. She is 260 ft. long, 43 ft. beam, and will have a speed of 13 knots. She has two separate holds capable of carrying 4,000 tons of grain or other freight. She will go light to Chicago for her first load. Capt. Thomas Ewart will command her, and Engineer O'Dell will be chief engineer.

J. F. Foote, son of the late Capt. Foote, of Owen Sound, has been appointed marine superintendent of the Canadian Ocean and Lake Navigation Co., in succession to Capt. Donnelly, who has returned to Kingston.

The ratepayers of the Township of Bertie have, by an almost unanimous vote, expressed themselves in favor of exemption to the Canadian Shipping Co. on their shipbuilding plant, about to be established at Bridgeburg.

Captain W. O. Zealand, of Hamilton, has been appointed to the command of the Government steamer, Lord Stanley, which is to be employed in hydrographic survey work on Lake Superior. The survey will again be in charge of Mr. Stewart.

The hull of the R. & O. steamer, Montreal, recently burned, was so badly damaged that she cannot be rebuilt. Two new boats will be built, and if at Toronto will probably be taken down the canals in sections, as the risk of running the rapids with such large boats is too great.

Napier & Miller, shipbuilders, of Glasgow, Scotland, are asking information relative to Sydney as a suitable place for steel shipbuilding purposes, and for maps, charts, plans of available lands, cost and quantity of labor, etc., in connection with the establishment of a yard capable of laying down a vessel of 600-ft. keel.

Wm. Peterson, of Newcastle-on-Tyne, will, it is said, run a line of steamers, under the name of the Canadian Ocean Inland Line, between Rotterdam and Canada. Two will go as far as Fort William. Thomas Harling, late of Leyland line, is Canadian manager. The traffic to Canada will be largely steel rails.

A 25-knot turbine steamer, 300 by 40 feet, has been ordered for the route between England and France, to cover the distance in 45 minutes. It will be possible, with the turbine vessel to devote much more space to passenger accommodation than in ordinary steamers. If successful, it is expected the turbine system will be extended to Atlantic traffic.

Wm. Mackenzie is having built at the Polson Iron Works, Toronto, a private yacht, length 70 feet, breadth 10 feet, with triple expansion engine of 110-h.p., boiler of the Yarrow type, to stand a working pressure of 250 pounds, and guaranteed speed of 14 miles per hour. The cost will be in the neighborhood of \$12,000. She is to run on the upper Trent waters.

Alexander Graham Bell inventor of the Bell telephone, writes from Washington, D.C., to L. J. Lacoste, of Montreal, inventor of the ship brake, that the collision between the Sound steamers, Plymouth and City of Taunton, could possibly have been avoided had the steamers been provided with his appliance. Mr. Bell saw the brake in action on the Government ship Eureka.

## Railway Matters.

The G.T.R. has added a powerful crane to its wrecking plant at Belleville.

There is a strike among the firemen on the C.P.R. steamers, between Vancouver and Victoria.

The last of an order for 800 flat cars has been completed at the London, G.T.R. shops.

The Winnipeg Street Railway Company plans to build several extensions within the city during the summer.

The Toronto & Mimico Electric Railway & Light Co. is applying to the Legislature for permission to change its name and to extend its line to Hamilton.

A. F. Gerald, of Fairfield, Maine, has been looking over the ground with a view to building an electric railway in the vicinity of Charlottetown, P.E.I.

The London, Aylmer and North Shore Electric Railway will construct a power house, machine shop, and car barns at a cost of about \$200,000, at Aylmer, Ont.

The Sault Ste. Marie, Ont., electric railway was opened for traffic March 30th. A 15-minute service is given over the two and a half miles of road. The rolling stock consists of five motors and three trailers.