

any expenditure on wharves and other facilities. Consideration was deferred.

The British s.s. *Kamarasca*, under charter to the Dominion Coal Co., arrived at Louisburg, N.S., early in April. She was built at Newcastle, Eng., in 1911, and was for a few months in the East India trade. She has been specially built for the coal trade, with deck hatches arranged for quick loading and unloading. Her dimensions are, length, 398 ft., breadth 52 ft., depth 41 ft., with 8,000 dead weight capacity, and a speed of 13 knots an hour.

The North Sydney, N.S., board of trade is complaining that while vessels of no matter what tonnage, only pay \$5 tonnage dues on entering Sydney, they are obliged to pay at the rate of 1c a ton on entering North Sydney, some vessels paying as much as \$130 a trip. A resolution was passed that steps be taken to have the port placed on an equal footing with Sydney and asking that the statute of 1879 respecting the appointment of harbor commissioners for North Sydney be repealed.

Island Fisheries, Ltd., has been incorporated under the Dominion Companies Act, with \$20,000 capital, and office at St. John, N.B., to carry on a general fishing business, and in connection therewith, to own and operate steam and other vessels. The incorporators are:—P. P. Russell, G. D. Grimmer, St. Andrews; A. Wooster, S. D. Guptill, Grand Manan, N.B.; W. McLure, Pictou; W. H. Starratt, Halifax, N.S.; H. H. Acorn, Souris, P.E.I.; C. F. Matlage, New York, and A. E. Richards, Hamilton, Ont.

The preliminary enquiry into the loss of the British s.s. *Isleworth*, which ran on the rocks off Chebucto Head, Halifax, recently, has been held by Capt. W. R. Luger, who found that the loss was due to the crippled condition of the vessel, several blades having been stripped off her propellers, due to contact with ice, thus making her unmanageable. The report will be forwarded to England, where a further enquiry will be made, as the vessel is on the British register. She was under charter to the Dominion Coal Co.

Prof. A. R. Kirkpatrick of Queen's University, Kingston, Ont., was visiting various points in Nova Scotia and Prince Edward Island, early in April, for the purpose of investigating their possibilities as terminals for the proposed car ferry service between the mainland and the island. Richibucto, Brule and Pictou on the main land, and Summerside, West Cape, Charlottetown, Carleton, Tormentine, and other points on the island were visited, and he is reported to have stated that with car ferries of the proper design and strength, it would be possible to carry on a service throughout the winter, the conditions being no worse than have already been overcome in Canada and elsewhere.

Province of Quebec Marine.

H. Labelle, chief grain inspector for the port of Montreal, died there, recently, aged 78.

The sheds which the Montreal Harbor Commissioners are erecting on the Victoria wharf, are expected to be completed and ready for occupation by July.

C. C. Ballantyne, one of the members of the Montreal Harbor Commission, has announced that he will retire from the board in September, to devote his time to his private affairs.

The Postmaster General advised the Quebec board of trade, Apr. 9, that the Minister of Railways and Canals, the Chairman of the National Transcontinental Ry. Commission, the Chairman of the Quebec Harbor Commission, and

himself would inspect the port towards the end of the month, with a view to arranging for the early carrying out of the proposed harbor improvements and railway terminals.

The Quebec board of trade council, decided, Apr. 5, to memorialize the Dominion Government regarding winter navigation of the lower St. Lawrence, laying special stress on the records made during the past winter by the steamships *Montcalm* and *Mahone*, and the possibilities, should such service be undertaken by larger and stronger vessels. The council will also take up with the Government the question of deepening the channel below Quebec.

Ontario and the Great Lakes.

John White, a former harbor master at Midland, died there, Apr. 10, aged 67.

The Fort William Coal Dock Co., Ltd., has increased its capital stock from \$200,000 to \$500,000.

A report from Deseronto states that the Government will dredge the harbor to a uniform depth of 15 ft.

The Hamilton city council has appointed H. S. Wallace as its representative on the Hamilton Harbor Commission.

The Keystone Transportation Co., Montreal, has ordered the construction of an additional steamboat in Collingwood.

Interests allied with the Canadian Northern Ry., are reported to be negotiating for the purchase of the Rideau Lakes Navigation Co.

The Department of Railways and Canals received, Apr. 26, tenders for improving the lower extreme to lock 15 of the Cornwall canal.

It is reported that the Department of Railways and Canals will shortly enter into a contract with the Ontario Government for the lighting of the canals system by electricity.

The Niagara, St. Catharines and Toronto Navigation Co.'s steamboat *Dalhousie City*, entered Toronto harbor, from Port Dalhousie, Apr. 10, being the first vessel of the season.

Peter Paton, heretofore Travelling Western Representative, Northern Navigation Co., Winnipeg, Man., has been appointed Assistant to the President, with office at Sarnia, Ont.

The Toronto and Niagara Navigation Co., Ltd., has been incorporated under the Dominion Companies Act with an authorized capital of \$2,000,000, to do a general steamboat business.

New rules for the regulation of pleasure craft in Toronto harbor, provide for the carrying of various lights on small vessels, according to class, any infringement making the offender liable to fine or imprisonment.

Press reports state that some of the C.P.R. vessels operating on the Great Lakes will be equipped with wireless telegraph apparatus before going into service this season. It is stated that the Marconi system is to be adopted, and that the shore station will be near Midland.

Consequent on the removal of the headquarters of the C.P.R. Upper Lakes Service, from Owen Sound to Port McNicoll, it is announced that the s.s. *Manitoba* will call at Owen Sound, en route to Sault Ste. Marie, on Wednesday in each week, and that no call will be made on the return trip.

Up to April 15 no official announcement had been made by the Minister of Railways and Canals as to what action it had been decided to take on the Dominion Marine Association's request for the earlier opening of the St. Lawrence canals and their continuous operation during the navigation season.

The Toronto Board of Trade's marine section has elected the following officers:—Chairman, F. Barlow Cumberland; Deputy-Chairman, J. T. Mathews; Secretary-Treasurer, F. G. Morley; Executive Committee, Capt. S. Crangle, E. Rogers, R. E. Gibson, A. A. Wright, F. Plummer and G. Sommerville.

The Toronto Harbor Commission has estimated the total revenue for the current year at \$55,377, and the expenditure at \$54,750. The expenditures include repairs to Centre island, Brock St., and other wharves, as well as development, surveys and organization, dredging, etc. A contract for dredging has been let to J. E. Russell.

Sir Robert Perks, of the Ottawa and Georgian Bay Ship Canal Co., was in Montreal, Apr. 10, in connection with the company's business, and is reported to have stated that work could be started and carried on very expeditiously, once the contract for the construction of the canal was awarded. He expected that the whole work could be completed within five years of its commencement.

The Citizens Coal and Forwarding Co., Ltd., has been incorporated under the Ontario Companies Act, with a capital of \$40,000, and office at Gananoque, to carry on a wholesale and retail coal and lumber business, and to act as wharfingers and forwarders. W. J. Gibson, A. N. Robinson, W. T. Sampson, C. J. Wilson, D. Bain, M. McParland and F. B. Cowan, Gananoque, Ont., are provisional directors.

The Canadian steamboat *Wasaga*, which sank, after burning, off Copper Harbor, in Lake Superior, in 1909, and which has since constituted a menace to navigation, is to be dynamited, the U.S. War Department having awarded a contract for the work, for \$3,500. The vessel was a wooden freighter, formerly known as *Wissahickon*, built in the U. S., and owned by the Collingwood Shipping Co., Collingwood, Ont.

In connection with recent reports to the effect that the Farrar Transportation Co. was about to be absorbed by the Playfair interests, T. I. Thompson, President, is reported to have stated that although the interests named had been seeking to obtain a controlling interest of the company's stock, there would be no merger. The prospects for the year were good, and it had been decided to build another vessel, probably in 1913.

The Northern Navigation Co., has placed the contract for the construction of its new vessel, with the Western Drydock and Shipbuilding Co., Port Arthur. The contract price is quoted as \$750,000, and she is to be ready for launching, June, 1913. She is to be built on similar lines to the company's s.s. *Hamonic*, with steel hull, equipped with four cylinder, triple expansion engines, supplied with steam by four Scotch boilers. Her dimensions will be, length 385 ft., beam 52 ft., depth 28 3/4 ft.

The work of restoring the highways in the neighborhood of Holland Landing, which were cut for the construction of the Newmarket canal, has been completed, and it is stated that the locks and other works are to be put in as good condition as possible, so that should work be resumed at any future time, the expenditure already made will not be entirely wasted. The completion of the canal was suspended recently by the Government on account of the alleged impracticability of the scheme through lack of water.

The Northern Navigation Co., which is now a subsidiary of the Rochelieu and Ontario Navigation Co., has ordered from the Western Dry Dock and Shipbuilding Co. another steamship for the Sarnia-Port Arthur-Fort William route. The new vessel is to be 385 ft. long, 52 ft. beam and 29 ft. depth of hold. The general layout will be similar to the