

The City of Windsor will be commanded by Capt. P. M. Campbell, and A. B. Pratt, lately with the Northern Navigation Co., will be purser. The steamer will run from Collingwood to Sault Ste. Marie, Ont.

Owing to the frequent delays of steamers at the western gap at Toronto, by reason of an inefficient foghorn service, the Dominion Government has decided to put up a more modern and more powerful horn.

The Dominion Parliament has under consideration a bill providing for the inspection of the machinery and equipment of boats propelled by gas, fluid, naphtha, electricity or any other mechanical or chemical power.

The steamer Urania, formerly run by the Lake Erie & Detroit River Railway Co., between Rondeau and Port Stanley, Ont., and Cleveland, O., has been sold to Windsor, Ont., parties, who propose to replace her on her old route.

The new steel dredge built at Lilloet, to meet the requirements of gold dredging on a swiftly flowing river, will soon begin operating on the Fraser river bars. This dredge is the largest of its kind in Canada, and was constructed at a cost of \$87,000.

The Union Steamship Co. has just received a tug 81 ft. 6 in. in length, 18 ft. beam, fitted with compound engines, 13 and 26-in. cylinders by 18-in. stroke, built at the Cates yard, False Creek, Vancouver, B.C. The engines were imported from Scotland.

A company has been given a Dominion charter to purchase the steamer Richard and other vessels, and to engage in a general navigation business. The capital is \$40,000, and the offices are at North Sydney, N.S. W. Hackett, North Sydney, is one of the promoters.

The new wharf under construction at Victoria, B.C., for the Canadian Pacific Railway, will be 430 ft. long by 90 ft. wide, and will have accommodation for six steamers alongside. There will be a shed 255 ft. by 60 ft. wide on the wharf for freight and passenger accommodations.

The Canadian Pacific Railway Co.'s steamer Princess May has been fined \$2,600 for carrying thirteen passengers from Ketchikan, Alaska, to Vancouver, B.C., they being destined for Seattle, Wash., to which point they were subsequently ticketed by the C.P.R. by its steamer from Victoria or by rail.

The proposal of the Dominion Government to place the harbors at Port Arthur and Fort William, Ont., under the control of the harbor commission, is being opposed by the Dominion Marine Association, on the ground that the rates which the commissions will be empowered to charge will handicap the development of the trade.

The Department of Marine is conducting some experiments near Sorel, Que., with an electrical device for guiding steamers in narrow channels. Parallel lines of cables have been laid in the river, but not in the ship channel, for a length of two miles, in connection with the project. A report will be submitted to the department on the experiments.

Capt. McLaughlin, an old-time mariner, died in Toronto recently, aged eighty years. He was master, among others, of the *Perseverance*, *Enterprise*, *Elizabeth*, *Victory*, *Mary Caroline*, *Mary Taylor*, *Odd Fellow*, *Alice Grover*, *J. A. Torrance* and *Lacoucier*, whose names and routes old mariners will recall.

A bill providing for harmonizing the rules of navigation with those of the United States has been passed by the Dominion Parliament. The Act authorizes the Governor-in-Council to proclaim the new regulations as soon as they have been examined by the authorities. This question was one brought under the notice of the Government by the Dominion Marine Association.

A charter has been granted by the Dominion Government to Revallion Bros. (Limited), to take over the trading business of Revallion Freres, of Paris, London, and elsewhere. The company has trading stations at Quebec, Edmonton, on the shores of Hudson's Bay, etc., and its property includes a couple of steamers. The capital is fixed at \$5,404,000, and P. D'Anigeaux, of Quebec, is named as the agent of the company in Canada.

The St. John, N.B., Dock Co. is negotiating with a contractor for the construction of the dry dock at that port, and expects to have the details all completed early in July.

The C.P.R. is considering plans for a new passenger steamer for its service on Kootenay Lake, B.C. It has just completed a new 15-car freight barge for Kootenay Lake.

The Richelieu & Ontario Navigation Co. have decided to raise the wreck of the *Canada*, and reconstruct it at its shops, Sorel, Que., at an estimated cost of \$80,000.

The Quebec Steamship Company intend to inaugurate a new steamship line between St. Lawrence ports and North Sydney. The steamer *St. Lawrence* will be placed at once on this route.

The Arctic exploration steamer, *Gauss*, recently purchased by the Dominion Government from Germany, arrived in Quebec, June 13th, under Capt. Bernier, after a thirty-six days' trip from Bremerhaven.

The Dominion Government has under construction, at Selkirk, Man., the hull of a new steamer to replace the *Victoria* on Lake Winnipeg. The machinery from the old steamer will be placed in the new hull.

In reply to a question in the Senate, information was given that the Government intend building two ice-breaker vessels for use on the St. Lawrence. One is to be ready by September 1st. Canadian tenders were not received, as the firms could not have the vessels ready in time. Ice-breakers for the Great Lakes will be built in Canada.

The B. C. Foundry and Engineering Works, Limited, is erecting at Esquimalt a foundry specially adapted for marine work. The main building is about 90 feet by 50 feet. The plant is to be run by electricity, the power being obtained from Goldstream. Stevens & Hawkins are supplying the electrical plant for the works. The foundry equipment is being supplied through the Seabrook Machine Works.

The Dominion Government, by a special Act, has authorized the importation into Canada of the patented marine turbine machinery of the steamer *Turbinia*, as well as in kindred vessels up to the end of the year 1905, so as not to affect the validity of the Parsons steam turbine patents. Ridout & Maybee, of Toronto, were the patent solicitors employed in procuring the passage of the Act.

It is probable that a steel shipbuilding plant will be established at Dartmouth, on Halifax harbor. Halifax, Dartmouth, and the Nova Scotia Government have offered subsidies and bonuses amounting to to \$300,000. The promoters recently asked the Federal Government for a bonus on the amount of tonnage built at Halifax. Ald. W. S. Rogers, J. E. de Wolfe, president of the Board of Trade; James Hall, representative of the Furness-Withy Line, and B. F. Pearson, M.P.P., all of Halifax, are interested.

The Richelieu & Ontario Navigation Co.'s steamer *Canada* was sunk in the St. Lawrence river, off Sorel, June 12th, after having been in collision with the Dominion Coal Co.'s steamer, *Cape Breton*. Five lives were lost. The *Canada* was a side-wheel steamer, built at Sorel, Que., 248 ft. long, 31.2 ft. beam and 10.8 depth of hold. She was 1,768 tons gross, and 962 tons register, and was licensed to carry 600 passengers. The *Canada* was formerly employed on the Quebec-Saguenay, but for the last year or two has been running between Montreal and Quebec. Her value is placed at \$190,000, but she was uninsured.

In the absence of any big grain shipments from the West, the Canadian Pacific Railway Atlantic Steamship Co. have just closed an important contract, the first of its kind ever made in Canada, which calls for the shipment of 15,000 tons of lead ore from the Kootenay district of British Columbia to England. The company, in this way, will be able to fill up a great deal of space occupied in other seasons by grain, and will be able to bring the tonnage well up to the same level as last year. The C.P.R. have also made contracts for the shipment of large quantities of copper ore from the Sudbury districts.



Richardson Bros., of Kingston, are building at Picton, Ont., the largest canning factory in Canada. It is to be ready for the fruit and vegetable season this year.