

J. J. Hill is reported to be arranging for a fast steamship line from Vancouver to Skagway.

Steel is slowly but surely displacing hemp as the material of which all hawsers and ropes are made in the ships of the British fleet.

The Quebec Steam Whaling Co., headquarters at Montreal, has been incorporated to carry on operations in the Gulf and River St. Lawrence.

The North American Transportation Company has obtained the contract to maintain the ferry service between Campbelltown and Gaspé, on the Baie des Chaleurs.

There will be four steamers plying between Barry's Bay and Havergal this season, besides a number of barges carrying the output of the Canadian Corundum Co. and Ontario Corundum Co.

A new steamer, the Elgin L. Lewis, is being built at Orillia. The timbers were prepared at Penetanguishene, and taken to Orillia to be put together. She will run on Lakes Simcoe and Couchiching.

A contract has been awarded by the United States for a second canal through the St. Clair flats. The sinking of a vessel in the channel last fall caused much inconvenience, and a second canal will prevent a repetition of such a state of affairs.

A contract has been awarded to Simon McGregor, of Dalhousie, for a wharf at Petit Rocher, in Gloucester, N.B., to cost \$60,000. John D. Warwick has been awarded the contract for repairs to the wharf on the Ottawa river at Cumberland, to cost \$6,000.

A Kingston dispatch says it is the intention of the Ontario Electric Railway to run its own boats for carrying freight from Kingston to Montreal till such time as the road is extended to that point. Through rates will thus be given at, it is said, about half present rates.

The Star Line Company have purchased a boat for the Gagetown-Fredericton route from the Richelieu and Ontario Company. She is a twelve-mile, single screw boat of oak and hard pine, allowed to carry 250 passengers, and with ample freight accommodation. Her name is not stated.

On the opening of navigation, 1904, the illuminant in the following lighthouses in the river St. Lawrence was changed from petroleum to acetylene, and the lights will henceforth be unwatched, but in other respects unchanged: Lindoe Island, Gananoque Narrows, Jackstraw Shoal, Spectacle Shoal, Red Horse Rock, Burnt Island.

George Yale has been appointed mechanical superintendent of the Montreal Harbor Works, in succession to Mr. Bayfield, who resigned to take up private practice as a civil engineer. Mr. Yale has been for nearly fifteen years mechanical superintendent of the dredging fleet of the Lachine Canal.

While some Collins Bay people were out on the Bay of Quinte in a gasoline launch it exploded and took fire. Those on board had to jump overboard, where they held on to the blazing vessel till rescued by a skiff, their hands being badly burned. A good many accidents from gasoline launches seem to occur, showing the necessity of understanding them and exercising great care.

Glance Bay harbor is to be opened and improved, the Dominion Government having voted \$25,000 and the Dominion Coal Company will probably expend \$65,000 more in rebuilding shipping piers, dredging, etc. At one time 25,000 tons were shipped from this port in one season, and that was some years before the coal trade had reached anything like its present proportions.

The application has been renewed by the Great Lakes and North-West Transportation Co. for power to construct canals and improve navigation between Lake Superior and Red River at Winnipeg, and thence by Lake Winnipeg or other channel to the Saskatchewan River, to improve the navigation of the Saskatchewan and its branches, providing a transportation route from the head waters of that river to Lake Superior. This is a somewhat ambitious scheme covering a large part of the continent.

The Catherine C., of Sturgeon Falls, is a new addition to the fishing fleet of W. A. and H. N. Cockburn. She was built under the supervision of Capt. Gidley, of Collingwood.

Canadian Lines, Limited, recently incorporated at Ottawa, in which Wm. Mackenzie, of Mackenzie & Mann, is interested, contemplates a line from Quebec to France and other European countries.

A. M. Whitney, of Boston, has offered the Canadian Government, upon a royalty of \$100,000, the right to use along the St. Lawrence the submarine alarm service which is controlled by his company in Boston.

Vancouver is to have a floating dry dock to cost over a million dollars. Construction of the steel frame has been commenced in England. E. E. Ling, consulting engineer, representing New York capitalists, has been in Vancouver.

The navigation of the St. Lawrence is to be improved at Cap la Roche. There are two plans, one for dredging and one for a dam which would involve an outlay of about \$6,000,000. The former will probably be adopted, on the report of Mr. Wisner, one of the most eminent authorities on the continent.

The Allan steamship Ionian was the first mail boat to arrive at Montreal this season, which she reached May 1st after being detained forty hours by fog and ice. Navigation on the St. Lawrence route has been much impeded by ice this year, and a number of vessels had to go to Halifax to unload.

The Sincennes-McNaughton Co. has added another vessel to its Montreal fleet. It was built at their works at Sorel, and is named the F. Dupre. It is one of the most powerful craft owned by the company, is 80 feet long, 20 feet beam, with 10½ feet draught, entirely of steel, engines with cylinders 18 inches by 36 inches, 24 inch stroke, the total cost amounting to \$30,000.

A new boat, the Ottawa, has been built to take the place of the Olive on the Rideau Canal. She is 110 feet long and 24 feet beam, and is a three decker. The hull is of steel and the framework double, so that she is as strong as any of the vessels on the great lakes. She has a fore and aft compound engine of the latest design, and a boiler capacity of 135 pounds. The Olive will be broken up.

The Canadian Shipbuilding Company, promoted by prominent Toronto capitalists, which last year obtained concessions from the commissioners of the Queen Victoria Niagara Falls Park and commenced the construction of an extensive shipbuilding plant on the bank of the Niagara River, just below Bridgeburg, has ceased operations for the present.

The contracts for building the turbine steamers for the Cunard Steamship Company have been placed with Brown, of Clydebank, and Swan & Hunter, of Newcastle. The machinery will be 300 tons lighter than that of reciprocating engines. They will maintain 65,000 indicated horsepower, and the vessels will have a speed of 24½ knots in all weathers. Each will have four shafts. The boilers will be of cylindrical type. The coal consumption will be over 1,000 tons daily. The length of the steamers will be 760 feet.

Steps are being taken in New York to organize a company to build a vessel that will cross the Atlantic in three days. The inventor of the plan is Rich. Benj. Painton, and the means of propulsion is what is termed a multiple electric propeller. The device consists of a series of propellers arranged along the sides of a vessel and driven at great speed by electricity. For a torpedo boat destroyer the size of those at present in use in the United States navy twelve propellers would be necessary, six on each side. In addition, single or twin screws could be provided, to be operated alone, or jointly with the side propellers. The plan is to build a vessel 600 feet in length, at a cost of about \$2,000,000. The inventor claims that forty knots an hour can be made. Steamship propulsion now consumes 3,000 tons of coal, at a cost of \$18,000 a trip to Southampton. The electrical ship will reduce the coal consumption to 1,500 tons, being a saving of \$9,000 on each trip.