

Province of Quebec Marine.

P. A. Jodoin, heretofore overseer of the Chambly canal, has been appointed Inspector of Stores, Quebec canals, and E. Robitaille has been appointed overseer of the Chambly canal.

The Minister of Marine, replying to questions in the House of Commons, stated that the total debenture debt of the Montreal Harbor Commission was \$16,707,000, of which \$1,872,000 was due to the public, and the balance to the Government. The interest payable to the Government was 3% on \$9,195,000, and 3½% on \$5,540,000. The interest due on Jan. 1 was \$218,430.99.

The Department of Marine is dredging a 15 ft. channel in the St. Lawrence River, north of the ship channel, leaving the deep channel near Lanoraie, leading up past Lavaltrie, St. Sulpice and Repentigny, and rejoining the ship channel above Ile Deslauriers. The buoys in this channel will bear the letter R, preceding a number, whereas the buoys in the ship channel will bear the letter M, preceding a number.

The Minister of Marine has given notice of a resolution in the House of Commons, providing for a further loan of \$6,000,000 to the Montreal Harbor Commissioners for the completion of the terminal facilities of the harbor according to the plans already approved by the Government, and to retire debentures amounting to \$600,000, maturing in equal portions in 1913, 1914 and 1915. The terms of the loan will be the same as previous loans, the interest being 3½%, and the loan repayable within 25 years.

A deputation consisting of A. A. Allan, President, and T. Robb, manager of the Shipping Federation of Canada, J. Thom, Manager, International Mercantile Marine Co., Montreal, and G. T. Davie, of Levis, waited on the Minister of Marine, Feb. 8, to urge that the Levis dry dock and ship repair plant be taken over by the Government. It was stated that the plant is not prospering, but if it were taken over and enlarged it could be made into a very valuable repairing and salvage plant able to look after the largest vessels using the St. Lawrence route.

The Department of Marine received tenders to Feb. 26 for the supply of a steel single screw hopper barge, and one or two single screw bucket dredges for the St. Lawrence ship channel service. Following are the chief details—for the barge, length between perpendiculars, 180 ft., breadth moulded 32 ft., depth moulded 14½ ft., draught, mean to bottom of keel plate, 12 ft., deadweight on foregoing draught 785 tons, coal supply 90 tons, complement of officers and men 16, indicated horse power 500, net capacity of hopper, 530 cub. yds., to be built of steel throughout, classed 100A1, Lloyds' river service, under their special survey and Government inspection; for the dredge, length between perpendiculars 195 ft., breadth moulded 37½ ft., depth moulded 14 ft., normal draught in fresh water 9½ ft., deadweight on foregoing draught 150 tons, coal supply 130 tons, indicated horse power 800, dredging depth 52 ft., capacity of buckets 27 cub. ft., speed of buckets 10 to 12 and 18 to 20, to be built entirely of steel, to Lloyds' 100A1 dredger class, under their special survey and Government inspection.

Ontario and the Great Lakes.

Capt. T. J. Jones, who sailed on the St. Lawrence and Rideau Rivers, died in Ottawa, Feb. 20, aged 92.

The St. Clair and Erie Ship Canal Co. is applying to Parliament for an extension

of the time within which it may build the works authorized in the act of incorporation.

C. Noble, Manager, Dominion Transportation Co., Owen Sound, operated by the United States and Dominion Transportation Co., Chicago, Ill., died at Collingwood, Feb. 13.

A. Taylor is reported to have been appointed superintendent of the construction work on the breakwater and harbor improvements, which are being undertaken by the Public Works Department, at Port Stanley.

I. B. Folger, Kingston, is reported to have purchased the steamboat Robert McDonald, which went ashore at Chaumont Bay last year, and it is stated that he intends having her refitted for the lake and river service.

A bill was introduced into the U.S. Congress, Feb. 16, providing \$250,000 for a survey and estimate of cost of a ship canal to connect the navigable waters of the Niagara River, making a continuous water route between the five great lakes.

The Shenango Steamship Co.'s steamboat William P. Snyder, Jr., was launched at Detroit, Mich., Jan. 28. She is, with the same company's steamboat Schoemaker, the largest vessel on the lakes. The dimensions are: length overall, 617 ft.; breadth, 64 ft.; depth, 33 ft., with a deadweight capacity of 14,200 short tons on a draught of 19½ ft.

The Minister of Public Works has given notice of a resolution in the House of Commons, providing for the ratification of an agreement for the building of another dry dock at Collingwood, and authorizing the payment of a subsidy for a dry dock of the second class of 3% each year for 20 years on \$306,965, the cost of construction.

The Port Colborne and St. Lawrence Navigation Co., Ltd., has been incorporated under the Dominion Companies Act, with a capital of \$100,000 and office at Toronto, to carry on the business of a navigation company, and for other purposes. The incorporators are:—Cawthra Mulock, E. H. Laschinger, W. D. Robertson, and C. W. Band, Toronto.

The Calvin Co. has purchased the steamboat Cornwall from the Richelieu and Ontario Navigation Co., and intends to fit her out completely for wrecking purposes. She was built at Kingston in 1874, and was formerly named Algerian. She is paddle wheel driven, equipped with engine of 88 n.h.p., and her dimensions are—length 175.3 ft., breadth 27.1 ft., depth 9.9 ft., tonnage 914 gross, 576 register.

An Ottawa press dispatch states that the Government has practically decided to commence work in the spring on the enlargement of the Welland canal in part, and the construction of a large new section for the remainder of the distance, the whole being 22 ft. deep. Surveys in connection with this work were made last summer, and it is stated that the plans are practically completed. The cost is estimated at \$30,000,000.

The Northern Navigation Co. has made the following appointments to its vessels for the forthcoming season:—

City of	Captain.	Chief engineer.
Midland	M. Livingstone	J. Osburn
Doric	S. Hill	.....
Germanic	F. Noles	S. Burgess
Hamonic	R. D. Foote	S. Brisbin
Huronic	A. L. Campbell	F. Norris
Ionic	J. D. Montgomery	J. Louden
Majestic	W. G. Cox	S. Beatty
Saronic	A. M. Wright	W. Whipp
Waubic	W. Carson	S. Murray

Recommendations for improvements to the harbor at Kingston, made to the Public Works Department, include the erection of a new bridge on the site of the present one, with a draw in the centre, 140 ft. wide, the inner and outer portions being made 300 ft. wide, made

into a causeway and use for wharfage, the dredging of the inner and outer harbors, and the building of a wharf on the Martello Tower shoal.

E. L. Cousins, Engineer of the Toronto Harbor Commission, commenced a hydrographic survey of the bay, Feb. 7. The work is being carried out by two parties, one on shore, and the other working on the ice. On the completion of this, a geographical survey will be made. J. G. Sing, M. Can. Soc. C.E., District Engineer, Dominion Public Works Department, Toronto, has been appointed Consulting Engineer to the Commission. The appointment will not interfere with his Government duties.

The U.S. Lake Survey reports the levels of the Great Lakes in feet above tide-water, for January, as follows:—Superior, 601.75; Michigan and Huron, 579.32; Erie, 571.30; Ontario, 244.76. As compared with the average January levels for the past 10 years, Superior was 0.38 ft. below; Michigan and Huron, 0.76 below; Erie, 0.37 ft. below, and Ontario, 0.63 ft. below. It was anticipated that Superior would fall 0.2 ft. during February, that Michigan and Huron would remain stationary, Erie fall 9.1 ft., and Ontario rise 0.1 ft.

The Department of Railways and Canals is reported to have awarded W. B. Russell, Toronto, the contractor for the construction of the Newmarket canal, which work has been abandoned by the Government, \$1,000 as compensation for the cancellation of the contract. In addition to this it is stated that he has been awarded the contract for the rebuilding of all the bridges over the canal and the repairing of the highways demolished in the course of the construction work. An engineer's report on the matter states that over 80% of the work has been completed, and that the amount required to complete it would be about \$200,000.

At a recent meeting of the Owen Sound council, the mayor announced that he had received a communication from the C.P.R. stating that the company would remove its vessels to the Port McNicoll route in the spring, and intimating that it might be possible to have one of its vessels call each week at Owen Sound on the up trip. It was also stated that the volume of grain traffic to Owen Sound would not justify the company in rebuilding the grain elevators recently destroyed by fire. A deputation was appointed to meet Vice President McNicoll, and discuss the matter fully, with a view to arranging a more frequent service.

At the recent annual meeting of the Mutual Steamship Co., Toronto, it was announced that the majority of the stock had been acquired by J. W. Norcross, Toronto, and R. M. Wolvin, Winnipeg. It is reported that the company has two vessels under construction for its service during the forthcoming season, but we are officially advised that the company is not in a position at present to state that it will make any additions to its fleet this year. Following are the officers and directors for the current year:—President, R. M. Wolvin; Vice President and Managing Director, J. W. Norcross; other directors, H. Munderloh, C. D. Secord and T. White.

Manitoba, Saskatchewan and Alberta.

The Hudson's Bay Co. is stated to have made arrangements for the construction of two steamboats at Athabasca Landing, Alta., one for operation on the Athabasca River, and the other on the lake. The former will be 150 ft. long, and will be equipped with the machinery from the company's steamboat Hazleton, which, until last season, was run on the Skeena River. The second boat will be 110 ft. long.