

## Marine News.

A new company, known as the Societe de Navigation Franco-Canadienne, will in July establish a line of steamers from Montreal to Bordeaux.

The Marine Hospital, St. John, N.B., has been handed over to the town by the Government for use as a home for incurable cases. The late W. W. Turnbull of St. John, on his death-bed gave \$100,000 to endow such an institution.

James Dunsmuir has withdrawn his offer to provide Victoria with a fast rail and ferry connection with Vancouver. The people of Victoria did not approve of the conditions, as there seemed to be some prospect of Dunsmuir making a profit on his investment of \$1,000,000.

The series of yacht races at Pointe Claire, Que., for a special cup presented by James Ross, between the "Dominion" of the Royal St. Lawrence club, which won the Seawanaka cup last year, and the "Yankee" of the White Bear club of St. Paul, Minn., were a complete triumph for the Canadian builder.

A land slide took place during the night of June 1st on section eight of the Soulanges canal. A block of land 300 feet in length and 50 feet in width slipped from the bank right across the canal at the spot where the slide of two years ago occurred, when the pier was carried in. The place had just been lined with stones and everything went in.

The officers and crew of the Canadian steamer "Gaspesia," whose owners were recently condemned to pay \$12,500 salvage to the steamer "Kite," for towing the "Gaspesia" out of the ice floes in the Gulf of St. Lawrence, have brought suit for four months' wages, aggregating nearly \$12,000, as they number 80 all told.

The Richelieu & Ontario Navigation Company has purchased for \$80,000 the "Virginia," owned by the Baltimore Packet Company, of Baltimore. The boat is described as a model of paddle-wheel steamers, being a sister ship of the company's steamer "Carolina." The "Virginia" is a larger steamer, and is fitted throughout with electric lighting, bells and first-class accessories for heating and ventilation, and has a capacity of nearly 350 passengers. She has an extra forward deck. It is said she cost \$225,000 originally. The "Virginia" will replace the "Carolina" on the Saguenay route.

A pamphlet and maps describing the St. Clair and Erie Ship Canal has been issued. This project involves the building of a canal across the narrow neck of land separating Lakes St. Clair and Erie. The distance is 13 miles. The construction of a canal of this length would save 79 miles of dangerous lake and river navigation. The canal would undoubtedly be of great advantage to United States shipping, more so than to Canadian. The shipping passing Detroit amounts to 32,000,000 tons per annum. It is estimated that at least two-thirds of this amount would use the canal. The charges on this tonnage, at 2½c. a ton, would produce a revenue of \$550,000 a year, quite enough to finance the enterprise. In addition to this, it is claimed there would be a saving of \$1,014,200 a year to the vessel owners by reason of the shorter and safer route via the canal. An extraordinary feature about the project is that the promoters do not ask for a subsidy of any kind.

Another new steamer for the regular direct service between Manchester and Canada was launched successfully at the yard of Palmer's Shipbuilding & Iron Company (Limited), Jarrow-on-Tyne, says the Manchester Guardian lately. She is named the "Manchester Port," and has been built to the order of the Manchester Liners (Limited), under the direction of A. H. Walker and J. F. Kitching, superintendents for Sir Christopher Furness, and Mr. James Robertson of Manchester, marine superintendent for the owners. The "Manchester Port" is a finely-modelled steel screw steamer of about 14,500 tons displacement and nearly 9,000 deadweight capacity. Her principal dimensions are: Length, 467 feet over all, and 452 feet between perpendiculars; beam, 52 feet; moulded depth, 39 feet. She is therefore slightly larger than the "Manchester City" and the "Somoa," which are respectively 447 and 445 feet long between perpendiculars, with an extreme breadth of 52 feet, and are the largest vessels which have yet navigated the Ship Canal.

## Personal.

C. H. Wallace, assistant city engineer, Hamilton, Ont., has resigned and returned to his former home in Great Britain.

T. H. Trethewey has been engaged as consulting engineer by the Dominion Consolidated Mines Company, and his son, W. J. Trethewey, has been secured as permanent superintendent.

A. A. Brewer has resigned his position as assistant engineer on the Farran's Point canal staff, and has gone to Boston, Mass., where he has secured a good position with the Boston Bridge Company.

J. M. Macoun, of the Dominion Geological Survey, has been appointed forestry inspector for Canada, and has been commissioned to arrange for exhibits of Canadian woods to be sent to the Paris Exhibition.

Notice is given in the Quebec Official Gazette that P. E. Mercier, O. H. Cote, H. Lefebvre and A. Terrecault, students of the Montreal Polytechnic School, have obtained the diploma of civil engineer.

R. G. Reid, the well-known contractor, whose name has been prominently before the public latterly, in connection with the industrial development of Newfoundland, has returned from a trip to Africa, undertaken for the benefit of his health, which has been much improved.

W. Heald shot himself accidentally while cleaning a revolver in a hotel in Winnipeg, June 21st. He was very well known as a contractor on the C.P.R. and O.A. & P.S. Railway, and was most popular with his workmen and fellow contractors. In private life he was universally esteemed.

Donald Gibson, electrician of the Toronto fire department, who died recently at the age of 74, was born in Glasgow, Scotland. He was apprenticed to a gas firm and came to Toronto in 1854, at the request of the Consumers' Gas Company. He became their foreman till 1871, when he was appointed electrician of the City Fire Department. His sons are: Allen, living at Davenport, Iowa; Henry, employed at the Consumers' Gas Company; William, with the Toronto Electric Light Company, and Arthur, at the Experimental Farm in Ottawa.

Thos. W. Dyas, advertising manager of The Toronto Mail & Empire, died recently in Toronto. He was born in County Cavan, Ireland, and crossed the Atlantic with his parents in 1850, settling in New Orleans. Nine years afterwards the family removed to London, Ont., where he received his education, and afterwards studied civil engineering and land surveying with William Robinson, at that time city engineer, and he was afterwards out with surveying parties in the Lake Superior district and elsewhere. In 1877 he became a member of The Mail staff.

F. H. Lynch-Staunton died recently at his home in Hamilton, Ont., after a long illness. He was born on August 15, 1828, in the County of Galway, Ireland, being the second son of George S. Lynch-Staunton, D.L. He was educated at St. Mary's College, Oscott, England. The deceased came to Canada in 1854. He practised his profession, civil engineer and provincial land surveyor, in Bruce county for ten years. He lived in West Flamboro' from 1865 to 1876, where he had a large farm, and came to Hamilton in 1876. The deceased was engineer-in-charge of the building of the old high-level bridge and the Hamilton and Dundas Railway.

### ELECTRIC DELIVERY WAGON.

This delivery wagon is equipped with an eight horse power motor, weighing about 120 pounds, and a battery of 36 cells, the total weight of which is 460 pounds. The total weight of the entire vehicle ready for running is 1,620 pounds. The wagon alone without equipment weighing 1,000 pounds. The battery is only about one-third the weight of any other battery, while the motor is of much greater efficiency than any other of similar size and weight. The battery and motor are both made under the Still patents. With this electrical equipment the Parker wagon can ascend a grade up to 40 per cent. while the best elec-