

& may be transferred to the service between Yarmouth & Boston in conjunction with the steamers Boston & Yarmouth, should the business of the Co. warrant taking such a step.

The steamer Weymouth will run between Sydney, North Sydney, C.B., & Aspy Bay & intermediate points along the eastern shore of Victoria County, in place of the Arcadia, which has been running there for the past 2 or 3 seasons. Capt. Carlin of Sydney will command her. This is a most convenient route by which tourists can visit the well-known & interesting scenery & the excellent fishing grounds around Cape North, Ingonish & St. Ann's, in northern Cape Breton.

Dominion letters patent have been issued to the following companies: The Ship Africa Co., capital \$5,000. The Ship Ontario Co., capital \$3,000. The Ship Bristol Co., capital \$5,000. The Ship Hamburg Co., capital \$10,000. The Ship Austria Co., capital \$10,000. The Ship Swansea Co., capital \$4,000. The Ship Persia Co., capital \$5,000. The Ship Plymouth Co., capital \$5,000, & The Ship Avon Co., capital \$2,000. The incorporators of these nine companies are the same for each company, & are G. W. Churchill, J. Churchill, E. Churchill, L. M. Churchill, & W. C. Churchill, all of Hantsport, N.S.

A number of promotions are expected to take place in the service of the Dominion Atlantic Ry. when the new steamers Prince George & Prince Arthur have been put on the service. Capt. A. N. McGray, of the Prince Edward, is slated for the captaincy of the Prince George, recently launched at Hull, Eng., & the command of the Prince Arthur will probably fall to either Chief Officer Kinney, of the Prince Ed ward, or to the present skipper of the sidewheeler Prince Rupert, running between Digby, N.S., & St. John, N.B. Second Officer Stanwood, of the Prince Edward, stands a good show for promotion this summer, when the new boats are commissioned.

Ontario & the Great Lakes.

Capt. Henry Donaldson, well-known as a steamboat master on Lake Ontario, died at Toronto recently.

The Wahnapiitae Navigation Co. is being wound up by the liquidators, F. Cochrane & B. Chapin, of Sudbury.

Donnelly Bros., of Kingston, have sold the steamer Cambria to G. Palmer, of Toronto, & others. She will ply between Buffalo & Point Avenue Park this season.

The Minister of Public Works recently stated that he quite realized the importance of having a dry dock at Owen Sound, but he had no proposal to make regarding it.

The steamer Carmona, of the Brown Line, is being almost rebuilt at Collingwood. She is to be completed early in July, when she will ply between Detroit, Sarnia, Goderich & Southampton.

It is said the traffic on the Welland canal this year has so far been the greatest in the history of that waterway. The immense quantity of grain going to the sea-board accounts for this.

Capt. Finlay McKay, of Belle Ewart, one of the pioneer navigators of Lake Simcoe, died recently, aged 78. He had been successively captain of the steamers Morning, Simcoe, Victoria, Emily May & Orillia.

The steamer Empress of India is on her usual route between Toronto & Port Dalhousie. She had extensive repairs made to her this spring, & it is said that next year it is proposed to build an entirely new hull for her.

Parliament has voted \$2,000 for repairs to Burlington Channel. The Minister of Public Works says it is intended to do the most urgent work this season, & next year he will

ask for a much larger sum for improvements, as the piers are rotten.

Superintendent Boyd, of the Sault Ste. Marie canal, gives us the following statistics of the business which passed through the canal last season. No. of lockages, 2,976; no. of craft, 4,386; total tonnage, 3,804,361; Canadian tonnage, 408,232; average time of locking 13 min., 58 seconds.

The Lake Temiscamingue Navigation Co., with a capital stock of \$25,000, has been incorporated, with headquarters at Ottawa, to carry on the business of navigation, including passenger & freight traffic, towing, etc. The incorporators are: John, Jas., & David Gillies, of Carleton Place; L. Laconture, of Montreal, & J. O. Blondin, of Baie des Peres.

In a recent discussion in Parliament on the estimate of \$30,000 for Collingwood Harbor, the Minister of Public Works said the present contract, which would cost \$144,000, would give a depth of 18 ft. in the outside harbor & 16 in the inner one. The Government had been asked to make the depth 20 ft., which would cost \$100,000, but he had not accepted the suggestion.

The Prescott & Lake Superior Navigation Co. has been incorporated, with a capital stock of \$100,000 & headquarters at Prescott, Ont.; to acquire & operate steamships & other vessels for general transportation purposes. The applicants for incorporation were the following: J. D. Reid, of Cardinal; G. F. Benson, of Montreal; D. Gow, of Cardinal; Geo. Hall, of Ogdensburg; & J. K. Dowsley, of Prescott.

The Minister of Public Works recently announced in Parliament that an arrangement was made to expend \$25,000 in harbor improvements at Port Burwell, on condition that certain parties interested in the coal trade contributed \$50,000 for the same purpose. The parties agreed to do so, but backed out. Notwithstanding that, Mr. Tarte says he will go on and spend the \$25,000 in view of the importance of the harbor.

A paragraph has been going the rounds of the press stating that a Toronto shipbuilding firm had secured a contract from the St. Lawrence & Chicago Steam Navigation Co. to build a large grain carrier, the dimensions & other particulars being given. J. H. G. Hagarty, the Manager of the Navigation Co., emphatically denies that a contract has been entered into. He says his Co. asked for bids, but that nothing further has been done.

The steamer Eurydice, the property of Sylvester Bros., Toronto, has been sold to Campbell & Rosenecke, of Buffalo, for, it is said \$6,000. She has been the subject of considerable litigation recently. Last summer she was sold to parties at Port Stanley for \$10,000. The purchasers afterwards refused to receive her & took action against the owners. The new purchasers, it is said, will run her between Buffalo & Chippewa as an excursion steamer.

A steamer, the White Star, has recently been built in Montreal by W. C. White. She is constructed of steel, is 166 ft. long, 42 ft. beam, & has a tonnage of 228 net. Her engines, which are of about 180 nominal h.p., were built in Scotland, & her boilers are of the Scotch type. She will run as an excursion steamer between Grimsby Park, Lorne Park & Toronto, & will be permitted to carry 800 excursionists. Capt. Boyd, of Toronto, formerly on the Greyhound, has been appointed to her command.

The C.P.R. steamer Athabasca has been supplied with a direct connected lighting unit consisting of a 500-light incandescent dynamo, direct connected to a 50 h.p. high speed Ideal engine. This unit, which is very compact, occupies a floor space of less than 6x9 ft. The dynamo is of the latest steel frame multi-

polar type, with ventilated armature. A marble switchboard, on which are mounted a standard equipment of instruments, is also part of the new equipment, which is said to be the most complete on any of the steamers now running on the upper lakes.

On May 31 there was a long discussion in the House of Commons of the scheme to construct a ship canal from the Ottawa River to Georgian Bay. The Premier questioned if there was evidence as to the correctness of the estimated cost of \$17,000,000 & as to the probability of it being a commercial success. If the Government was satisfied that the conditions could be fulfilled, the request for a Government guarantee of interest on \$17,000,000 at 2% was a moderate request.

The annual miles-ton report of the Canadian & U. S. canals at Sault Ste. Marie for 1897 shows an enormous increase in the amount & value of freight which passed to & from Lake Superior last year, over any previous season. In 1896 the value of all articles was given at \$159,575,129.43. In 1897 it amounted to the stupendous sum of \$218,235,927.77, an increase of \$58,660,798.34. With an increase of 2,743,694 net tons, or 11% in freight carried in comparison with the season of 1896, the rate per mile-ton was materially lowered, it being .83 mill in 1897, while it was .99 mill in 1896.

The Province of Quebec.

The Dominion Parliament has voted \$7,000 for the establishment of a marine biological station in the Gulf of St. Lawrence.

The Montreal Hotel & Navigation Co. has been incorporated with a capital stock of \$25,000 & headquarters at Montreal, to acquire & operate athletic grounds, hotels, refreshment-rooms & parks. The incorporators are: C. H. Catelli, W. L. Hogg, H. Laporte, & J. P. Mularkey, of Montreal; & W. D. Harris, of Ottawa.

The Dominion Parliament has passed a bill to incorporate the Lake Champlain & St. Lawrence Ship Canal Co. to build a canal from the St. Lawrence River, at Montreal, to Lake Champlain, over a route which has been inlorsed by the Deep Waterways Commission. The Co. is to be capitalized at \$6,000,000, & the Government is given power to take over the work at any time on giving 30 days' notice.

A barge service has been commenced between Coteau & Montreal for the western grain, which is being brought over the Ottawa, Arnprior & Parry Sound & Canada Atlantic Rs. The grain, which has so far been taken for Montreal by these roads, has been carried from Coteau over the G.T.R. In future it will all be taken to the Canada Atlantic elevator at Coteau & there transferred to barges, in which it will be taken to Montreal & delivered at the ship's side.

Government Steamer for P.E.I.

The Dominion Government steamer Stanley, which has rendered satisfactory service for some years in maintaining winter communication between Prince Edward Island & the mainland, has been found altogether too small to cope with the increasing trade between these points, & the Minister of Marine has, therefore, deemed it advisable to procure a larger and more powerful vessel.

Parliament, at its recent session, appropriated \$180,000 for the purpose of its construction, & Captain McElhinney, Nautical Adviser to the Department of Marine, is now in Glasgow, Scotland, preparing plans & specifications & inviting tenders for the construction of such a steamer as is contemplated. The Stanley was built according to the plans & under the direction of Captain McElhinney.