

Works, Newcastle-on-Tyne, Eng., for the construction of a steamer slightly larger, but in all other respects a duplicate of the Northumberland, built in the same yards. The dimensions of the new steamer will be:—length, 235 ft. between perpendiculars; breadth, 34 ft.; depth, 13 ft. 10 in. to main deck. She will be propelled by twin screws, driven by triple expansion, reciprocal engines. The boiler and engines are to be more powerful than those of the Northumberland, and are to give a speed of 16½ knots an hour. The new steamer will be laid out internally similarly to the Northumberland, and her general fittings will be the same; electric light and all other of the latest appliances will be provided. The new steamer is expected to be delivered about the middle of May, 1906, when she will be put on the Summerside-Point du Chene route, and the Northumberland will be placed on the Pictou route.

Province of Quebec Shipping.

The Leyland Line str. *Virginian*, which went ashore on Crane Island, Sept. 1, was got off Oct. 6, and towed into Quebec.

The Dominion Government proposes to construct a marine railway to accommodate vessels up to 3,000 tons, at Sorel, Que.

P. A. Jodoin, Beloeil, Que., has been appointed Superintendent of the Chambly Canal, succeeding P. B. Benoit, who has been appointed purchasing agent for the Quebec canals.

The St. Lawrence Terminal Co. has been licensed to do business in the province of Quebec. Its chief place of business is at Montreal, and its principal agent is G. T. Smith.

The Shipping Federation of Canada has made a representation to the Dominion Government in favor of the construction of a larger dry dock, the present one at Levis being too small to accommodate the vessels now coming to Montreal.

An Ottawa press despatch states that the Dominion Government is being urged by deputations from the district to construct a new dry dock alongside the present one at Levis, Que., 1,000 ft. long, and considerably wider than the present one.

The Colonization Society of Lake St. John, proposes to provide some new steamers for Lake St. John, and the Metabchouan, Oshuapmouchouan, Mistassini, Peribonca and other rivers flowing into it. The type of vessel suggested is the flat-bottomed stern-wheel steamer.

The Allan Line str. *Victorian*, which went ashore at Cape St. Catherine, Que., Sept. 1, was towed to Quebec, where temporary repairs were made and she subsequently sailed for Great Britain, where permanent repairs will be made. The investigation into the stranding has been postponed.

The Minister of Marine, together with representatives of the Shipping Federation, has completed an inspection of the St. Lawrence between Rimouski and Montreal. The object was to see what had been done in the way of placing aids to navigation, and what further it was necessary to have done.

The str. *Bay State* was towing two barges in the river channel at Montreal, Sept. 29, and the str. *Universe* was also coming into port, when, in order to avoid a collision, the *Universe* altered her position and collided with two of the Harbor Commissioner's dredges, sinking one. An investigation has been held by Commander Spain, Wreck Commissioner, and judgment reserved.

The Supreme Court has rendered judgment in the Canada-Cape Breton collision case.

This collision occurred in June, 1904, and resulted in the sinking of the *Richelieu* and Ontario Navigation Co.'s str. *Canada*, with the loss of several lives. Actions were taken in the Exchequer Court by the owners of each steamer for damages and an investigation was held by Capt. Salmon, then Wreck Commissioner. The judgment of the Exchequer Court was to the effect that each vessel was responsible for the collision and directed each company to pay for the damages to the other's steamer. The Supreme Court, on the appeal of the Dominion Coal Co.—the owners of the Cape Breton—has reversed this decision, and finds that the str. *Canada* is to be blamed for the collision between the two vessels. A decree was ordered to be entered for the appellants in the action and in the cross action, with costs on both in both courts, against the respondents and the record to be remitted to the Exchequer Court, Quebec Admiralty District, for the assessment of damages to be paid to the owners of the Cape Breton steamship. The judgment of the Wreck Commissioner's Court was in accordance with this finding, but its order suspending the certificate of the captain of the *Canada* was nullified by the Minister of Marine. Capt. Salmon resigned his office at the time, alleging that an effort had been made by the Minister of Marine to influence his decision in the matter.

Ontario and the Great Lakes.

The Owen Sound Dredging Co. has received a contract for dredging at Penetanguishene harbor.

An order has been placed at Kingston for the construction of the steel framework of a passenger steamer for western waters.

The Dominion Government dredge *Nipissing* has been at work since Oct. 4, dredging in Hamilton Harbor, in connection with the improvements arranged for there.

The Rideau Navigation Co.'s str. *Rideau King* is to be replanked above the waterline, and to have a number of internal improvements made during the winter.

The repairs to the Dominion Government str. *Aberdeen* have been practically completed and she was expected to leave the Polson Iron Works yard, Toronto, by the end of Oct.

D. Brown of the Mare Island Navy yard, Cal., has been appointed to take charge of the office staff of the Collingwood Shipbuilding Co., relieving the Superintendent of the inside work.

The Great Lakes Dredging Co. has purchased a site at Island No. 2, Fort William, Ont., on which it is proposed to construct a dry dock, marine railway, foundry and machine shop.

Recent press reports stated that the C.P.R. had arranged to add several new steamers to its upper lakes fleet. We were advised, Oct. 5, that no action whatever had been taken in this direction.

The Dominion Government has decided, it is stated, to pay \$10,000 to the widow of Capt. Couillard of Montebello. Capt. Couillard was killed by an explosion of acetylene gas on the lighthouse tender *Scout* in April.

As a contribution to the controversy over the supply of Canadian vessels on the upper lake route, it has been pointed out that while five Canadian vessels were unable to obtain cargoes last week, the stock of grain at Port Arthur and Fort William increased only 488,000 bushels.—*Toronto Globe*, Oct. 4.

The traffic through the Canadian and the U. S. canals at Sault Ste. Marie for Aug., totalled 6,327,595 tons against 5,644,772 tons for Aug., 1904. The tonnage passing through

the Canadian canal was 599,980 tons, making a total of 3,748,142 tons for the current season.

The St. Lawrence and Welland Canal systems as well as the Sault Ste. Marie lock were opened for Sunday traffic, Oct. 1, and will be kept open on Sundays as well as week days, until the close of navigation. The lights and other aids to navigation will be maintained at Fort William and other points up to Dec. 15.

The Exchequer Court has decided in favor of the Crown in the petition of right brought by the owners of the str. *Erin*. The steamer was damaged by colliding with the entrance piers at Farran's Point Canal, and it was alleged that there had been negligence on the part of the Crown's servants in constructing the pier so as to interfere with navigation.

The str. *Turbinia* made her last trip between Hamilton and Toronto, Oct. 14; and subsequently left Hamilton for the West Indian Islands, among which she will trade during the winter tourist season. The Turbine Steamship Co., owners of the *Turbinia*, are figuring on the cost of a light draught passenger steamer to run between Hamilton and Dundas, Ont.

The Dominion Government has decided to construct a temporary breakwater at Port Arthur, Ont., and as a result, the Canadian Northern Coal and Ore Dock Co. has decided to abandon the attempt to put a crib pier front to the dock it was erecting. A recent storm swept away the cribwork then completed, and it is now intended to put in a pile front filled in with stone.

The Minister of Railways and Canals has completed an inspection of the St. Lawrence and Welland canals. He also inspected the works in progress at Port Colborne, Ont. In connection with the Trent Valley canal project he visited Port Hope and Trenton and received deputations advocating their respective claims to have the Lake Ontario outlet of the canal located there. He was accompanied by M. J. Butler, Deputy Minister; and C. Schrieber, C.M.G., former Deputy Minister.

The Muskoka Lakes Navigation and Hotel Co. proposes to build a new steamer for next season's business. The new steamer will be constructed of steel, fitted with twin screws, driven by triple expansion engine at a speed of 16 miles an hour. The hull will have a length of 155 ft. and a breadth of 30 ft. She will be fitted with all modern improvements, and will have accommodation for 1,000 passengers. All the details of construction have not been settled and the contract has not been let.

The Mathews Steamship Co. has been incorporated under the Ontario Companies' Act, with a capital of \$250,000 and offices at Toronto, to carry on a general navigation business. The provisional directors are A. E. Mathews, R. L. Taylor, W. B. Raymond, F. Ford and B. Osler. The company proposes to engage in the general freight trade from Montreal to Fort William, and to carry grain and flour cargoes on the return journey. Orders have been placed in Great Britain for the construction of two steamers of full canal size to be delivered in May, 1906, and tenders are being asked for two other steamers.

The str. *Glenellah*, built at Dundee, Scotland, for the Union Steamboat Co., Hamilton, Ont., arrived at Toronto, Oct. 3, and subsequently left for Fort William. She brought out a cargo of 1,000 tons of fire brick, and occupied 14 days in crossing the ocean, during which she encountered heavy winds. She is of the full canal size, length 257 feet over all; breadth 43 ft.; depth 27 ft., and has a registered tonnage of 1,453. This steamer will be