

additional plant, the Harbor Improvement Committee recommended that steps be taken to construct an additional powerful dredge, a floating derrick & 4 scows. The report was adopted, it being understood that the Chief Engineer have the specifications for the new plant ready in a fortnight. It was also decided that when the contract for the dredge was given out it should contain a clause to the effect that if it was not constructed before July 1 it would not be accepted. It was decided to build the shore wharves of wood instead of concrete, as by the use of the former material the work would be expedited.

The hotel which the Richelieu & Ontario Navigation Co. has decided to erect at Murray Bay will be on the crown of the hill, within a few minutes walk of the pier. The building is to be shingle built & plastered throughout. The finish is to be natural wood. Electric lighting will be introduced throughout the building, & an artesian well will supply the water. The building will be 2 stories, & will have a length of 460 ft., with a depth of 176 ft., & there will be in the neighborhood of 250 bedrooms. The striking feature of the house is the space devoted to piazzas. On the main floor, & in the centre, the piazza bows out, giving it a width of 60 ft. The piazza is 284 ft. long, extending nearly three-quarters the length of the building, & in no part is less than 24 ft. wide. Another feature of the main floor is the fact that a large share of the apartments open in to one another, & the rooms themselves are each of large size. The main hall, in the centre of the structure, is 60 x 46 ft., the rear portion of which contains the office. There are three dining rooms. One is 90 x 38 ft., one 66 x 40, & a third, which is a private dining room, is 21 x 21 ft. The ladies' parlor is 60 x 35 ft., & there is a waiting room 21 x 21 ft. The other apartments on the main floor include a kitchen 32 x 30 ft., a serving pantry 32 x 16 ft., a bar 31 x 25 ft., a card room 15 x 15 ft., & a very spacious amusement & concert hall. There are also on this floor a few bedrooms, but, of course, the vast majority are on the floor above. The piazza, on the 2nd floor, follows the lines of that on the floor below, & the view from it cannot fail to be very fine, as it is sufficiently high to take in a large part of the surrounding country, as well as the river in front. The hotel will be ready for occupancy next summer.

#### Ontario & the Great Lakes.

The Brockville Navigation Co. has declared a dividend of 5%.

The final report of the New York State Canal Commission recommends that \$60,000,-

000 should be expended in improving the inland waterway.

The Lake Erie & Detroit River Ry. has secured a contract from the G.T.R. to convey the latter Co.'s coal by the car ferry Shenango from Conneaut, Ohio, to Port Stanley, Ont.

It is said the Dry Dock & Steel Shipbuilding Co. of Collingwood is closing contracts for machinery that it will lay the first keel early in May, & that it has orders in view for several steamboats.

A successful trial has been made of the electric plant & lights of the Soulages Canal. The plant will furnish light & power to open bridges & lock gates. All locks, bridges & offices will be connected by telephone.

The Ottawa Forwarding Co.'s screw steamer Welshman is being practically rebuilt at the canal basin Ottawa. New machinery will be installed, and the present engines will be replaced with ones a third stronger.

The Hamilton Harbor Board has suggested to the Dominion Department of Public Works that auxiliary power be provided to swing the bridge at Burlington Beach in the event of any accident to the line of the Radial Electric Ry.

The Montreal, Ottawa & Georgian Bay Canal Co. has given notice of application to the Dominion Parliament to amend its acts by increasing the number of directors & extending the time for the commencement of the construction of the canal.

Toronto Harbor was frozen over on Dec. 29, 1899, 16 days later than in Dec., 1898, when ice formed earlier than in any year since 1887, & the harbor was not open until April 8, 1899. Ice covered the bay for 116 days last year, the longest period the harbor had been closed since 1893.

The Rideau Lakes Navigation Co., Ltd., has been incorporated under the Dominion Companies Act, with a capital of \$1,000,000, the incorporators being D. Noonan, J. Swift, & H. W. Wilson, of Kingston, Ont., C. R. Church & G. E. Kidd, of Ottawa, & M. Zimmerman, of New York City.

Building operations will be commenced this month at the canal basin at Ottawa on a government dredge. The plans prepared for the Public Works Department call for a vessel similar in build & dimension to the dredges Ontario & Rideau, now in the basin. The cost will probably be about \$12,000.

Adam Mackay, who went to Great Britain to order two steel steamers for the Hamilton & Fort William Navigation Co. has returned to Hamilton. He reports that everything is going well with the construction of the boats. One of them is being built at Dundee, & the

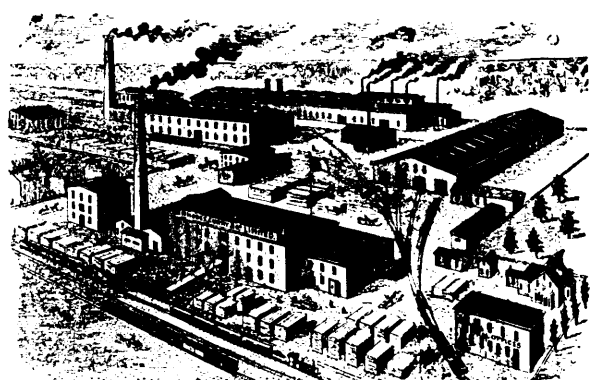
other at Newcastle. They will be ready about June 1, & will be 255 ft. long.

Notice is given of application to the Ontario Legislature for an act to incorporate the Wahnapiatae & Metagamishig Lumber Co. Among other things asked for is the power to construct a canal or waterway between Lakes Wahnapiatae & Metagamishig, in Nipissing district, & to erect a dam at the head of Sturgeon River & raise the waters of Lake Metagamishig.

The Canada Atlantic Ry. Co.'s charter of 5 Menominee line package freighters having expired, & the boats having been returned to the National Steel Co., the C.A. Co. now has only 2 steamers, the Arthur Orr & the Geo. Orr. Negotiations are said to be in progress for procuring 2 additional steamers for next season's grain trade to Depot Harbor, & the Co. will probably build a large steamer in Toronto, so as to have a total carrying capacity for about 1,000,000 bush. of grain.

The Dominion Department of Public Works invites tenders up to Jan. 26 for the works of improvement at the upper end of the Welland Canal at Port Colborne. In a recent interview the Minister of Railways & Canals said: "The channel approaching to the canal is to be deepened to a depth of from 20 to 21, & perhaps 22 ft., & the pier is to be extended also. Parliament has appropriated \$300,000 for this work, but the cost will probably exceed that, for we intend to make a thorough job of it. However, this is all we can spend up to July, & as soon as the contracts are awarded work will be commenced. If the traffic increases, as is expected, further harbor facilities will have to be provided & the harbor further deepened. It is understood, too, that a breakwater is to be erected to protect the harbor, but this comes under the Department of Public Works, & I am unable to say anything about it."

U.S. Secretary Long stated in his recent annual report that negotiations were pending between the U.S. & Great Britain to overcome the treaty inhibition against building warships on the Great Lakes. The negotiations to which he referred were those carried on by the Joint High Commission, which dealt with Canadian affairs. The U.S. members of that Commission put forward a plan for permitting the lake shipyards to build warships, with the understanding that the vessels would not be fitted up & remain on the lakes for naval service. This was accepted by the Canadian delegates, with the additional provision that the armor should not be placed on the warships until after they have reached salt water. This provision would probably have been incorporated in the final arrangement had not the commission failed of an agreement



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