

taken to prevent any further lowering of the lakes. This can only be attained by the co-operation of both governments, and after a great deal of engineering investigation has been done."

Major W. L. Fisk, Corps of Engineers, U. S. A., stationed at Detroit, when shown Col. Anderson's statement, said:—"Col. Anderson has failed to take into account the fact that the ice jam has held the water back from the lake and prevented it assuming its normal level. The water has been simply held in check in Lake Huron, and I believe conditions in Lake Erie will be at their normal in a short time. All the water that goes out through the Tonawanda canal and the power development works at Niagara has to go over the Falls anyway, and this makes no difference, I think, with the level. I do not think Lake Erie will be lowered in future seasons, unless the rainfall becomes markedly less"—*Marine Record*.

Steel Shipbuilding in Canada.

The question of steel shipbuilding in Canada has been brought before the country in various quarters during the last few months, and is being made an issue in the proposition to vote a subsidy to a fast line to Great Britain. The statement made by the Finance Minister in the House of Commons, May 21, is an important one. He said: "But while no formal negotiations have taken place, which can be submitted to Parliament, I have taken pains to see that great shipbuilding companies in the old country have been communicated with on the subject. Intimation has been given them that if any one of them would approach this Government with a proposal they would find the Government ready to give every possible consideration to it. I have had some conversations with gentlemen connected with very great enterprises of the kind in the old country, and, while willing to consider the idea, they rather estimate difficulty in the way more serious than my hon. friend does. People speak of the building of a steel steamer as if the great consideration was the making of the steel plates, whereas the steel plates are only a very moderate proportion of the total cost. The real difficulty is in the assembling of the material, construction, the machinery and also in the importation of skilled labor. The difficulties of that character are much greater than those connected with the production of steel plates. The latter we will overcome in a very short time. I am only too pleased to find my hon. friend taking the view he does of this matter. If we are to give this contract to any company and that company is disposed at a small advance to undertake to build the (fast Atlantic) ships in Canada, we would be disposed to give such a proposition every consideration. And I may repeat that while we have had no formal negotiations, the matter has not been overlooked and a proposition of some kind may yet be submitted."

Sale of the Leyland Line.

J. P. Morgan, of New York, acting for the syndicate of capitalists at the head of the steel trust, has purchased from Mr. Ellerman, chairman of the Leyland Steamship Co. of Liverpool, Eng., 71,000 ordinary shares of that Co., at £14 10s. each—a premium of £4 10s.—thus giving him the control. Mr. Morgan also contracted to purchase any additional shares that might be offered him at the same price. The fleet of the Leyland Co. numbers 54, with a tonnage of 246,146, and several more vessels are building which will bring the tonnage up to 300,000 with 65 vessels. The vessels of the Co. engaged in the Montreal-Antwerp route and in the London-Portugal and Mediterranean trade will

not pass to the new owners, but will be managed as heretofore.

The Leyland Co. is one of the largest freight lines flying the British flag, and will probably continue to fly it, though it will be under U.S. management, and will be utilized for the purpose of carrying the output of the steel trust to European ports. It is reported that negotiations are in progress by which the steamers of the Atlantic Transport Co. and the International Navigation Co. will also be acquired by J. P. Morgan and amalgamated with the Leyland line. The former has a fleet of 17 vessels having a tonnage of 107,317, and has eight vessels of 11,500 tons each building, all of which are registered in London, though owned and managed by a Baltimore-Philadelphia company; and of the latter's 23 freight and passenger steamers, several fly the British flag, and two or three the Belgian.

Trent Valley Canal.

The Minister of Railways and Canals, replying to a deputation from the Trent Valley, which waited on him recently, urging the desirability of the immediate completion of the Trent Valley Canal, could not promise that the work on the canal would be taken in hand so as to open it through from Trenton to Georgian Bay. He said the Government looked forward to the early completion of the section of the canal between Peterboro and Lake Simcoe. This section will give access to some very important towns on Lake Simcoe, and will afford a cheap and a competitive route for the natural products which may be gathered up along the route of the canal and the shores of the lakes. It would cost the country about \$1,000,000 to open up the section from Peterboro to Lake Simcoe, and in view of that and the claims upon the Government from other parts of the country the Trent Valley people must be content with it for the present. It must not be assumed that because the Government had not asked for an appropriation this year for the carrying on of the work to Trenton that they did not favor that route.

National Association of Marine Engineers of Canada.

A list of the officers of the Grand Council of this Association is given on pg. 162. The next annual meeting of the Grand Council will be held in Toronto in Jan., 1902.

Following is a list of the local councils:—

- No. 1, Toronto, James Woodward, Secretary, Confederation Life Building; meets monthly during winter.
- No. 2, St. John, N.B., ——— Secretary.
- No. 3, Collingwood, S. Beattie, Secretary.
- No. 4, Kingston, J. Gillie, Secretary.
- No. 5, Montreal, L. Marchand, Secretary.
- No. 6, Victoria, B.C., A. M. Nevin, Secretary.

Province of Quebec Shipping.

The Muigan Steamship Co. of Montreal and Quebec is about to purchase in England a steamer to run between Quebec and Blanc Sablon, with a view of attracting tourist traffic from the United States.

The Quebec Ferry Co.'s board for the current year is as follows:—President, D. C. Thomson; Vice-President, E. Fitch; other directors, P. Huot, G. E. A. Jones, E. H. Taylor, C. H. Shaw, J. Morgan.

The Montreal Harbor Commissioners have adopted a number of by-laws regarding the pilots between there and Quebec, which practically breaks up the pilots as a close corporation, and will, it is believed, remove many of the abuses which have grown up under their regime.

Maritime Provinces Shipping.

The Fredericton and Woodstock Steamship Co., Ltd., has been incorporated.

The Miramichi Steam Navigation Co. is building a steamer for the down river route.

The Charlottetown, P.E.I., Board of Trade is endeavoring to get a steamboat line established between Summerside and Cape Tormentine.

The Plant line steamer Olivette has been put on that Co.'s, Halifax, Yarmouth, Boston route. The Halifax will be on the route from Boston to Sydney, N.S.

There is a very considerable revival of shipbuilding at the different ports of New Brunswick and Nova Scotia. The demand for vessels of small tonnage is larger than it has been for many years past.

The Dominion Coal Co.'s new steamer, Mira, trading between Sydney and Montreal, has a dead weight capacity of 6,035 tons. Her dimensions are, length 350 ft.; breadth, 46 ft.; depth of hold, 30 ft.; and her speed is 12 knots.

The contract for the building of a twin screw steamer, to replace the Dominion Government steamer Newfield, has been given Fleming and Ferguson, of Paisley, Scotland, for \$185,000. It is said the lowest Canadian tender was \$235,000.

The Imperial Dock Co. of St. John, N.B., has failed to secure financial aid from the British Admiralty in furtherance of its proposed dock. G. Robertson, M.P.P., says the Co. proposes to establish a steel shipbuilding works in connection with its dock.

F. D. Corbett & Co., Halifax, recently purchased in New York the steam tug the F. W. Roebing, which has been given a British register. She is 77 tons net and 155 tons gross, and is fitted with compound surface condensing engines of 400 horse power.

The Fredericton and Woodstock Steamboat Co., Limited, has been formed under the New Brunswick Joint Stock Companies Act, 1893, to acquire and operate steamers on the St. John River between Fredericton and Woodstock, with a capital of \$10,000 in 500 shares of \$20 each.

The Dominion Atlantic Ry. Co. has absorbed the Yarmouth S.S. Co., the consideration being \$260,000, the transfer taking place June 15. Pending completion of the contract the Cos. entered into bonds of \$1,000 to restore and keep up the rates to what they were before the cut, viz., \$4 single and \$7 return between Yarmouth and Boston.

The Halifax and the Dartmouth corporations were given power at the last session of the Nova Scotian Legislature to vote bonuses for the establishment of a yard for building steel ships, and engineering shops for the building of marine engines and boilers. The amount of the Halifax bonus was fixed at \$200,000, one half for ship building and the balance for the machine shops; while Dartmouth had power to vote \$100,000. In both cases the payment of the bonus was to be made on results. The Legislature also passed an act by which any other corporation could vote a bonus not exceeding \$100,000 for the same purpose. A plebescite was held in Halifax when the bonus was confirmed, but the bill incorporating the Dominion Steel Shipbuilding Co., which would have claimed the subsidy, was defeated in the Legislature owing to the striking out of a clause preventing the taking out of an injunction against the Co. for maintaining an alleged nuisance. At a later date Sydney offered a bonus of \$100,000 for the establishment of a plant there. The Dominion Iron and Steel Co. favor this location for a plant, and has promised to give an order for four freight vessels to a company opening a yard there. Those interested in