

The Government str. Stanley, which has been fitted with a powerful electric searchlight, opened the winter service between Summerside, P.E.I., and Cape Tormentine, N.B., Jan. 3, and the Minto is running between Pictou, N.S., and Georgetown, P.E.I.

Capt. Sol. Jacobs is having built at Essex, Mass., a steam fishing vessel to replace the Helen M. Gould, burned in Sydney last year. The new boat will be of the following dimensions: length, 141 ft. 7 in.; breadth, 24 ft.; depth, 12 ft.; draught, 10 ft. 4 in.; and will be fitted with inverted compound engines capable of developing 300 h.p., and of making 10 knots an hour.

Application is being made under the New Brunswick Companies' Act by R. Thomson, Rothesay, N.B.; J. H. Thomson, P. W. Thomson, A. Porter and R. T. Leavitt, St. John, N.B., for incorporation as Steamship Trebra Co. (Ltd.); Steamship Himeria Co. (Ltd.); and Steamship Albuera Co. (Ltd.), with a capital of \$210,000, \$200,000 and \$220,000 respectively. The chief place of business of the companies will be Rothesay.

The Department of Public Works has purchased the str. Tyrian, which has been chartered as a telegraph repair boat for some time. The price paid is said to be \$20,000, and the Government expended \$26,000 on her at the time she was chartered. The Tyrian was owned by the Scotia Steamship Co. of Halifax, N.S., and was built at Port Glasgow, Scotland, in 1869. Her dimensions are: length, 237.5 ft.; breadth, 30.2 ft.; depth, 19.9 ft.; tonnage, gross, 1,039; net, 667.

The delegates from St. John, N.B., who have recently been inspecting dry docks in the U.S., have presented a report to the city council favorable to the construction of a wooden dock. Before anything further can be done the Imperial, Dominion and Provincial authorities will be consulted, as all negotiations with them have hitherto been in the direction of securing a stone dock. E. D. Latter, who says he represents a London, Eng., syndicate, proposes to erect a pontoon or floating dock, if suitable inducements are offered by the people of St. John.

W. B. Bulling, Assistant Freight Traffic Manager, C.P.R., recently issued a circular stating that the Canada-Jamaica Steamship Co. proposed to inaugurate a service between West St. John, N.B., and Kingston, Lucca, Black River, Montego Bay, and Savanna-la-Mar, on the island of Jamaica, by despatching the steamer Ask from Kingston on or about Jan. 18, returning from West St. John a week later, and regularly every three weeks thereafter, until replaced by the steamer Bauta. The C.P.R. was assured by the agents of the Co. that it was their intention to establish a service in both directions that should insure regularity in the arrival at destination of goods consigned to or shipped from ports in Jamaica, at which their steamers would call, and that the steamers would be properly equipped for the satisfactory handling of fruit and other commodities shipped from Jamaican ports. The steamer Ask is a steel screw steamer, built in 1891 at Bergen, Norway, with engines of 100 h.p., with a cargo capacity of 500 tons, her dimensions being: length, 201.8 ft.; breadth, 28.1 ft.; depth, 11 ft. The shipping list does not contain particulars of any steamer named Bauta, but there is a Norwegian schooner of that name built at Stavanger in 1883, and of 251 register tons. W. E. L. Marsh and D. W. Marsh, solicitors, Toronto, are promoting the enterprise, but on being asked in regard to the project positively declined to give any information as to the organization of the company or as to the vessels chartered. On Jan. 10 D. W. Marsh told the St. John Board of Trade that the Ask could be obtained only until March, as she was then under en-

agement with the United Fruit Co., and that the Bauta was a new steamer with good facilities for carrying perishable articles. The St. John Telegraph, of Jan. 25, contained a paragraph stating that the Toronto managers had informed the St. John agents that "arrangements are being made for a transshipment service to Kingston and other West Indian ports."

Province of Quebec Shipping.

The reduction of the wharfage rates at Montreal during the past season reduced the income about \$7,000 as compared with 1900, while, if the old rates had been in force, there would have been an increase of \$44,511.42. The income for 1901 was \$249,488.

Plans for the improvement of Quebec harbor have been completed by Mr. Boswell, engineer to the Harbor Commission, and forwarded to Ottawa for consideration. The plans provide the necessary accommodation for an extensive trans-Atlantic trade.

A permanent pier and light are to be placed at the Lower Traverse in place of the lightship at present used there. It was at this point that the str. Alf, grounded at the closing of navigation, owing, shippers allege, to insufficient lighting and the too early removal of buoys.

The Cleveland, Ohio, Marine Review publishes a despatch from St. John's, Nfld., in which it is stated that the last season of navigation of the St. Lawrence was the poorest in the history of the route for many years, and gathers up into the article everything said against the route during the year, all with the object of showing that U.S. ports, which are open all the year round, are drawing the trade from Canada.

A fortnightly service between Quebec and Manchester will be commenced on April 1, with 8,000 ton steamers. The Great Northern Ry. of Canada will provide the freight through its connections, and J. McNaught, Vice-President of the Co., says that the route from Chicago and other U.S. points to Manchester and other British points will be 800 miles shorter via Quebec than via Buffalo. He says that negotiations are in progress for lines from Quebec to Liverpool and from Quebec to Antwerp.

The Great Lakes and St. Lawrence Transportation Co. is being organized in the U.S. to carry grain from Duluth, Minn., to Quebec, and coal and package freight on the return trips. It is claimed that this route will govern freight rates, holding them down to the very lowest possible figure. The only drawbacks to the route are the limited harbor accommodation at Port Colborne on Lake Erie, and the reported insufficient marking of the channel from Quebec to the sea, but these drawbacks are being removed as quickly as possible.

W. P. Boucher, engineer in charge of the buoys between Montreal and Quebec for the Department of Marine, states that it is better for the Government to lose a few buoys a year than to retard navigation or sink a ship or send her ashore for want of guidance. The loss to the Government in accommodating the shipping interests by leaving the buoys in place would not be more than \$2,000 in a season. The proposition to light the channel by electricity furnished from cables running under water he does not consider feasible, as the mechanism would be carried away by floating ice at the seasons of the year it was most wanted.

The Montreal Harbor Commissioners, having obtained from W. J. Conners, of the Conners Syndicate, a release of the sites granted him at Windmill Point, have informed Capt. Wolvin, and invited him to make a

proposition for building an elevator there, but that gentleman will not consider the matter further. The Minister of Public Works having declined to approve of J. A. Jamieson's plans for an elevator, the Commissioners have informed him that they cannot enter into a contract for its construction and have decided to invite designers and builders to submit plans for a fire proof elevator of 1,000,000 bush. capacity.

After several weeks' negotiation an agreement has been arrived at between the Quebec Harbor Commissioners and Capt. Wolvin, by which the latter is offered a site for a steel elevator on the Louise embankment in such a position that lake vessels can enter the inner basin and discharge cargoes into the elevator, and that ocean-going vessels can receive cargoes while lying in the outer basin. Accommodation for sheds and other works is to be provided, Capt. Wolvin to spend \$1,000,000 in erecting the same. The Co. is allowed a year to arrange its plans and instal its plant. This offer has been accepted and arrangements are being made to commence work on the site.

A conference of Montreal shipping men has been held at which questions affecting the welfare of the port were considered. It was recommended that the Harbor Commissioners should erect double-decked sheds on the three piers and other available points, with two railway tracks between each shed, such sheds to be leased to the steamship companies for a long term of years free, so as to enable them to make the necessary investments to handle cargo at the cheapest possible rate, thereby enabling them to compete with U.S. ports. They also recommended the provision of a floating crane, and sufficient elevator accommodation and the re-arrangement of the railway terminals so that the Commissioners would have control over them.

Ontario and the Great Lakes.

W. Miller, of Allegheny, Pa., is having built at Kingston a 42-ft. steam launch.

The str. Islander belonging to Ottawa is to be rebuilt during the winter at Kingston.

Sorby Bros., of Guelph, have placed an order at Kingston for a 38-ft. steam launch.

There is being built at Kingston, for Rev. Dr. Ulmen, of New York, a gasoline launch.

A 40-ft. gasoline launch is being built at Kingston for Rev. C. H. Eaton, of New York city.

The Muskoka and Georgian Bay Navigation Co. (Ltd.) has declared a dividend of 10% for 1901.

Plans are being prepared at Kingston for a 40 ft. steam launch for J. P. Cunningham, of Newcastle, Pa.

The Niagara Navigation Co.'s stock will, it is expected, be listed on the Toronto stock exchange at an early date.

A new boiler is being placed on the str. Hiram R. Dixon, at Owen Sound, and reports are current in Wiarton, her home port, that she has been sold.

The Kingston and Montreal Forwarding Co. has elected the following directors for 1902: F. F. W., and J. T. Ross, W. Stewart, and J. P. Carruthers.

The Dominion Fish Co. is reported to be about to build a boat for the Lake Huron trade, to replace the Dixon, which is going to return to Lake Superior.

The Midland Navigation Co. is considering offers for the building of a large grain-carrying steamer with a capacity of 180,000 bush. It will probably be built at Collingwood.

The Brockville Navigation Co. is reported to be negotiating for the charter of a vessel