

Daily papers, early in March, gave currency to what purported to be a dispatch from London, Eng., concerning the reconstruction of the White Star s.s. Olympic with an inner shell, and stated "the nature of the work has thus far been kept secret." As a matter of fact, there has been really no secrecy about the matter, as official descriptions of the work appeared in Canadian Railway and Marine World some months ago.

The Montreal Chamber of Commerce has recorded its opposition to the proposed scheme for a fast short route between Great Britain and Canada, from the west coast of Ireland to a port in Labrador, chiefly on the ground of the transport difficulties involved. It was claimed that, if a new route were required, the shortest and most convenient route would be between Liverpool and Halifax, but the members themselves prefer that Montreal should be the port.

J. Thom, Passenger Traffic Manager, White Star-Dominion Line, Montreal, has also been appointed local agent of the Austro-Americana Line, which is to be run this season between Trieste, Austria and Canadian ports. It is stated that all vessels will call at Naples each way. The first sailing from Trieste was the Arabiana, which left Mar. 15 for Portland, Me., subsequent sailings being to Quebec and Montreal. The Arabiana has been secured on time charter from Furness, Withy and Co.

The Ulster Steamship Co., operating the Head Line, in its annual report, shows net earnings of £74,462 for the year ended Jan. 31. The net balance to the credit of profit and loss after paying interest, etc., is £69,594, from which £26,167 has been deducted for depreciation. Dividends for the year were 5% free of income tax, with a bonus of £1 a share, leaving £3,551 to be carried forward to the current year. A call of £1 a share was also made, this amount being payable with the bonus declared.

The Elder Dempster Co. will, it is reported, discontinue its service between Canada and Mexico on the expiry of the Mexican mail contract in April. The company has used its steamships Bornu and Sokoto in this service for some time, and it is probable that they will return to England at an early date. D. W. Campbell is reported to have stated that an increasing number of tramp vessels would be consigned to the company during the forthcoming season, and these would take care of the imports of asphalt, etc., from Mexico.

The Central Vermont Transportation Co.'s s.s. Narragansett was launched at Wilmington, Del., recently, and will shortly be followed by a sister vessel, named Manhattan. They are 336 ft. long and 63 ft. wide at the guards, with six decks, and accommodation for 700 first class passengers and 500 tons of express freight. They are of steel, with twin screws, and will be equipped with engines of 480 h.p., supplied with steam by three boilers, and have a gross tonnage of about 5,000. These vessels will ply between Providence, R.I., and New York.

It is announced that the C.P.R. trans-pacific steamship service, which will be put in operation on the arrival of the two new vessels, the Empress of Asia and the Empress of Russia, will be a fortnightly one, each of the vessels named making the round trip in two months, while the Empress of Japan, Empress of India and Monteaegle, will run in the intervals. Capt. Robinson, of the Empress of Japan, has been appointed to the command of the Empress of Asia, and W. D. Hopercroft, chief officer, has been promoted to the command of the Em-

press of Japan. Capt. Beetham, of the Empress of India, will command the Empress of Russia.

The sailing vessel Scotia is being equipped for patrolling the waters off the northeast coast of the continent, as the result of a recommendation of the Merchant Shipping Advisory Committee, with a view to observing the movements of ice during its southward flow. The vessel will have a wireless telegraph installation capable of communicating with the stations at Labrador and Newfoundland. It is anticipated that the stationing of this vessel in the ice region will contribute greatly to the safety of vessels using the North Atlantic routes, and prevent the possibility of such an accident as occurred to the s.s. Titanic last year, if the warnings of the proximity of ice are heeded by captains.

Maritime Provinces and Newfoundland.

T. Gilbert, at one time one of the leading shipowners of St. John, N.B., died there, Mar. 11, aged 92.

Dredging in Courtenay Bay, St. John, N.B., is to be resumed about Apr. 1, in connection with the large improvement works there, for which Norton Griffiths and Co. have the contract.

The Nova Scotia Steel and Coal Co. has secured the steamships Wagoma and Wasama, under charter for 10 years, with the option of purchase. They have coal carrying capacity of 8,000 tons each.

Press reports from Fredericton, N.B., Mar. 18, stated that the Provincial Government had adopted the principle of granting financial aid to Norton Griffiths and Co., in connection with the development work at Courtenay Bay, St. John, for the establishment of a shipbuilding plant there.

Tenders for the construction of terminals at Carelton Point, P.E.I., are to be received by the Department of Railways and Canals, Apr. 1, and tenders for the construction of the terminals at Cape Tormentine, N.B., will be received to Apr. 15 in connection with the projected car ferry service to connect the Intercolonial Ry. with the Prince Edward Island Ry.

Province of Quebec Marine.

Capt. J. D. Weir has been appointed Superintendent of Construction and Lights, Department of Marine, Montreal.

Work has been commenced on the foundation of the Harbor Commission's elevator in Quebec harbor. The contractors are the Canadian Stewart Co.

Jas. Carruthers, President, and J. R. Binning, director, Richelieu and Ontario Navigation Co., inspected the company's workshops, plant, and vessels at Sorel, Mar. 7.

The Sincennes-McNaughton Line's steam tug Aurelie G., which was to have been delivered by the British builders last year, but which was delayed owing to labor troubles in Great Britain, is expected to arrive in Montreal towards the end of May. She will cross the Atlantic under her own steam.

Rapid progress is being made on the various works on the Louise docks and river front near the Customs House in Quebec. The concrete foundations of the freight station at the foot of St. Paul St., and the Commission's offices were expected to be completed ready for the erection of the steel frame work at the end of March.

The Minister of Public Works stated in the House of Commons, recently, in reply

to a question, that no tenders had been received relating to the construction of a dry dock at Quebec or Levis; tenders had been received for the lockage of the St. Charles River, but names of tenderers could not be given until the contract had been awarded.

The Montreal Harbor Commission has had under consideration plans for the provision of a new entrance to the Lachine Canal, but it is stated that the work, which would be undertaken in conjunction with the Department of Railways and Canals, may not be gone on with this year. Plans for this year's work cover the completion of the addition to elevator no. 1, and alterations to the Victoria pier, with general repairs and developments.

The Quebec and Levis Ferry Co. will operate two car ferry steamboats between Quebec and Levis during this year. The vessel John R. Langford, recently purchased in Ogdensburg, N.Y., is being equipped at Quebec with hydraulic and other machinery suitable for the work, and when complete she will, with the company's other vessel, John S. Thorn, be placed in operation conveying cars across the river for transshipment to the south shore lines.

At a recent meeting of the Quebec Board of Trade, a letter was read from St. G. Boswell, Chief Engineer of the Harbor Commission, stating that the harbor improvement work to be undertaken immediately consisted essentially of the building of a quay wall 2,900 ft. long parallel to the southern wall of the Louise Embankment. This wall, with the 40 ft. already built, will give a continuous water front of 3,300 ft., which is to be dredged to give 35 ft. of water at low tide for about 1,200 ft. out.

Ontario and the Great Lakes.

Forwarders, Ltd., operating vessels in the grain trade, etc., into Kingston, has changed its head office from Kingston to Ottawa.

The s.s. Turret Crown has been thoroughly overhauled during the winter, and a new Scotch marine boiler installed, at Port Arthur.

The act granting an extension of time for the construction of the proposed Montreal, Ottawa and Georgian Bay Canal, has been assented to.

Press reports state that the Algoma Central and Hudson Bay Ry. will spend \$400,000 on the provision of dock and terminal facilities for its railway lines and steamships at Sault Ste. Marie during this year.

The contract for the improvement of Hamilton harbor, for about \$178,000, has been awarded to Taylor, Poupore, Hennessy and Dwyer, Ottawa. It is stated that work will be commenced immediately.

The Dominion Transportation Co.'s steamboat Manitou, which was damaged by fire at Owen Sound recently, and afterwards sank, has been raised. Tenders for repairs will shortly be asked for.

J. L. Weller, Chief Engineer, Welland Canal, is visiting Panama to study the method of dealing with quicksand, etc., as adopted there, as it is reported that in the borings on the route of the Welland quicksand has been encountered at several points.

Capt. F. Traunche, a lake captain of the early days of navigation, who died recently at Detroit, Mich., aged 80, was buried at Goderich, Mar. 4. He was connected with navigation on Lake Huron and Georgian Bay, all his life, and commanded a schooner at the age of 16.

The claims of the Dominion Transportation Co. having been adjusted in connection with the fire damage to its steamboat Mani-