

Kingston	H. Esford	J. Conlin
Laprairie	P. McLean	J. St. Michel
Longueuil	A. Daigneault	H. Noel
Montreal	F. X. Lafrance	G. Gendron
Murray Bay	A. Fortin	N. Beaudoin
Prescott	A. Dunlop	G. Bourret
Quebec	A. Baker	J. Hamelin
Rapids King	G. Batten	W. Johnston
St. Irene	J. Simard	Z. Lacroix
Tadousac	J. E. Dugal	M. Latulippe
Terrebonne	J. Valois	E. Beaucage
Three Rivers	J. Raubert	J. Matte
Toronto	E. A. Booth, Jr.	J. W. Hazlett

RIDEAU LAKES NAVIGATION CO., KINGSTON, ONT.		
Rideau King	W. Scott	G. Tuttle
Rideau Queen	E. Fleming	T. Simmons

ST. LAWRENCE AND CHICAGO STEAM NAVIGATION CO., LTD., TORONTO		
Algonquin	C. E. Robinson	R. Tait
E. B. Osler	J. Ewart	E. J. O'Dell
G. R. Crowe	P. J. Shaw	W. Robertson
Iroquois	J. Williams	W. Harwood
W. D. Mathews	W. H. Wright	C. Robertson

ST. LAWRENCE RIVER STEAMBOAT CO., LTD., KINGSTON, ONT.		
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America	R. H. Carnegie	M. Tetro
Pierpoint	J. F. Allen	

SINCENNES-MCNAUGHTON LINE, LTD., MONTREAL		
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Alaska	C. Lavallee	L. Croteau
Alberta	J. Goulet	E. Chayer
Alice	G. Mongeau	P. Cournoyer
Emma	J. Cournoyer	D. Vezina
Ethel	A. Dubord	P. Bergeron
F. Dupre	I. Beaudry	A. Chayer
Fred	P. Millette	S. Boisvert
Gertie	J. Cardin	F. Desrochers
Hercule	A. Beaudry	A. Baribeau
Hudson	C. Legault	N. Rousseau
Lucia	P. Mongeau	N. Comtois
May	N. Mongeau	N. Moreau
Mathilda	J. Bibeau	J. Laviolette
McNaughton	P. Bibeau	F. Rousseau
Rival	S. Parisien	F. Moreau
Spray	D. Mongeau	W. Chretien
Virginia	Z. Legault	E. Lavallee
Yvon	P. Aussant	W. Provencher

SOUTHERN ALBERTA NAVIGATION CO., MEDICINE HAT, ALTA.		
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City of Medicine Hat	H. H. Ross	D. McEwan
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SPANISH RIVER NAVIGATION CO., LTD., MASSEY, ONT.		
Arctic	C. J. Clark	J. Houston
Togo	E. J. Cadotte	F. Presley

TEMAGAMI NAVIGATION CO., LTD., TORONTO		
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Bobs	F. Mackay	L. Conibear
Temagami		A. E. Wanamaker

TEMISKAMING NAVIGATION CO., LTD., TEMISKAMING, QUE.		
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Jubilee	McC. Burns	D. Latour
Meteor	A. J. Genet	J. B. Seguin
Temiskaming	M. E. Jones	F. Luverdiere
Ville Marie	G. Miller	A. Morrisette

THOUSAND ISLANDS STEAMBOAT CO., LTD., KINGSTON, ONT.		
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Islander	J. Bertrand	N. Larson
New Is. Wanderer	W. C. Hudson	J. A. Cook
Ramona	E. M. Charlebois	F. C. O'Brien
St. Lawrence	C. H. Kendall	B. Farrell

THREE RIVERS STEAMSHIP CO., LTD., GEORGETOWN, P.E.I.		
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Enterprise	W. McLaren	J. Fraser
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UNION STEAMSHIP CO., VANCOUVER, B.C.		
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Camosun	F. Saunders	A. Beattie
Capilano	I. Cockle	J. Maitland
Caribou	C. Moody	J. F. Foster
Cassiar	G. Gaisford	W. Williamson
Comox	G. B. Sparrow	C. Dragoylevitch
Coquitlam	A. E. Dickson	R. Holborn

UPPER OTTAWA IMPROVEMENT CO., LTD., OTTAWA, ONT.		
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Albert	L. Noel	X. Fournier
Alert	A. Stewart	J. Andrecheck
Alex. Fraser	T. Draper	D. McKay
Alexandra	Oct. Blondin	C. Lloyd
Castor	J. Tierney	E. Souci
C. B. Powell	J. Ellis	J. Regan
E. H. Bronson	J. C. Merchant	J. Trotter
G. B. Greene	J. Chartier	G. Noel
G. B. Pattee II.	A. D. Smith	C. Berlinguette
Hamilton	W. Toner	R. Spooner
J. L. Murphy	J. Ricard	F. Paquin
Lady Minto	I. Smith	L. Boisvert
Pembroke	Ov. Blondin	H. Latour
Pellux	J. Snowden	D. Souci

R. WEDDELL & CO., TRENTON, ONT.		
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A. B. Cook	O. Couture	T. Walker
Aurelia	J. McGrath	A. Houghtlin
I. X. L.	J. J. Manley	F. Black
Minitaga	F. Cook	
Robt. G. Weddell	N. Miron	A. House
Togo	C. Young	J. McDonald
Trent	R. Vashinder	A. Weddell
Trenton	W. R. Young	G. Young

WELLAND CANAL TUG CO., LTD., PORT COLBORNE, ONT.		
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Alert	F. C. Mahaffy	G. Wilcox
Escort	G. Irwin	L. Irwin

WESTERN STEAMSHIP CO., LTD., TORONTO		
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Wexford	R. C. Irwin	A. C. Leitch
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T. W. WOOD, ORILLIA, ONT.		
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Champion	T. W. Wood	A. Jenkins
Glad Tidings	A. Heye	D. C. Wood

### Harbor and River Works in 1906-07.

During the nine months ended Mar. 31, 1907, the Department of Public Works expended \$7,155,396.06 on various works, of which \$1,532,255.77 went for improvements on harbors and rivers, \$1,964,529.28 for dredging, and \$98,636.08 on slides and booms for facilitating the bringing down of logs. The total revenue of the department during the same period was \$279,484.15, of which \$86,837.98 came from slides and booms, and \$30,652.79 from graving docks. The amounts received from the several graving docks were: Esquimalt, B.C., \$19,627.04; Kingston, Ont., \$4,365.93; Levis, Que., \$6,659.82. The receipts from the Esquimalt dock were greater than in the financial year 1905-06, but those for Kingston and Levis showed a considerable decrease.

Works of improvement upon harbors and rivers, other than dredging, have been carried on at 376 different points in the Dominion during the period under review, these works mainly consisting of the construction of wharves, piers, etc., their repair, improvement and reconstruction. During the year an important work under the control of the department was completed, viz., the high level pier in the lower division in the harbor of Montreal at Maisonneuve, the work having been executed in a very satisfactory manner by W. J. Poupore & Co., Ltd. Another work which was also handed over was the dock constructed in the harbor of Three Rivers, Que., by Randolph Macdonald, Toronto. This work has been placed under the management of the Harbor Commission of Three Rivers, and it is understood that the space which it affords has been immediately occupied by various companies trading with that port. The work was handed over to the department in very good condition, and reflects great credit on the contractor and engineers who have designed and superintended it. The contract called for the construction of 1,968 lineal feet of deep water wharf, and was entered into in 1903. The work should have been completed in Nov., 1905, but owing to the high water in the river during the summer of 1905, the work could not be carried on with the celerity desired, and the contractor was not able to complete the concrete work until the season of 1906. The work done and materials delivered on contract (\$330,730) from beginning of work to Mar. 31, 1907, was about 97.27%, \$321,732.60; amount to be deducted for work done up to June 30, 1906, being about 63.07%, \$208,473.69, leaving a balance of \$113,258.91, representing 34.20% of the work to be done by contract, as the value of the work performed during the nine months. On account of extra work there was supplied material to fill the gap between the 100 ft. embankment and the C.P.R. loop line to the value of \$10,193.91.

In the Maritime Provinces dredging operations have been carried on at 23 different points by the department dredges, while work has been performed at St. John, N.B., by dredge belonging to G. B. Mayes, the work having been awarded after a public call for tenders. This work is now being continued by Mr. Mayes' dredge and by another owned by the Dominion Dredging Co. It is intended to add the dredge W. S. Fielding to the two other dredges in order to improve the entrance to the harbor, and to provide necessary berths for the steamships which are engaged in carrying on the winter trade between Canada and European ports. In Quebec province dredging was performed at 38 points; while in Ontario 34 places were improved. A large contract was given for dredging in the Kaministiquia and Mission

rivers, and in Port Arthur harbor, these contracts being intended to extend over several years, and to provide sufficient water for the navigation which will require to use these channels when the work will be completed. Improvements of the same nature were also made by the department's plant in Manitoba and British Columbia.

The bulk of the fleet of privately owned dredges is found in Ontario and Quebec. In New Brunswick there is only one point where a private dredge is at work. In Nova Scotia, Prince Edward Island, Manitoba and British Columbia, all the work of that nature was being performed by dredges owned by the department. There were altogether 31 of these, distributed as follows: Maritime Provinces, 10; Ontario and Quebec, 15; Manitoba, 3; British Columbia, 3; with attending scows of various kinds. Some difficulty was experienced in getting the dredges towed from one place to another, especially for conducting the new dredging machines. For that purpose a large sea-going tug is required, and its cost will soon be covered when it is considered that during the season under review the sum of nearly \$30,000 was expended in towage outside of that done by vessels owned by the department.

### Newfoundland Shipbuilding

An act for the encouragement of shipbuilding has recently been enacted in Newfoundland, by which all vessels built in accordance with schedule B, detailed in the Act, may be classed for 10 years, and shall receive a bounty of \$8 a ton on builders' measurements. All vessels built in accordance with schedule C, detailed in the Act, may be classed for 7 years, and shall receive a bounty of \$5 a ton on builders' measurements. All vessels built in accordance with schedule D, detailed in the Act, and not of greater tonnage than is therein provided, may be classed for 5 years, and shall receive a bounty of \$4 a ton on builders' measurements. All vessels classed at Lloyd's under schedule A, detailed in the Act, shall receive a bounty of \$10 a ton.

Certificates will be granted, in the case of vessels constructed to schedule B, after surveys, when the vessel is in full frame; when the planking is completed; and on completion of the vessel. In the other cases certificates may issue on a survey made when the vessel is completed. The owner or master of every ship surveyed for the purpose of being classed, or for obtaining bounty, shall before receiving his certificate pay to the treasury 10 cents for each registered ton of his vessel, and such sums may be recovered in any competent court, in the name of the Minister of Customs. An Inspector of Shipping, with deputies, will be appointed for the purpose of carrying out surveys, and penalties for making false statements in any reports of surveys are fixed at a fine of \$500, or in default, one year's imprisonment.

### Northern Navigation Co.'s New Vessel.

As announced in the annual report, published in our Feb. issue, the Northern Navigation Co. of Ontario arranged early this year for another steamship for service on Lakes Huron and Superior. The details have since been settled and the contract for construction executed. A brief description of the plans prepared was given in our June issue and the following additional particulars have been given us by H. H. Gildersleeve, Manager: The vessel will be a single screw package freight and passenger steamer of 5,000 gross tons, with a displacement of 6,500 tons. Her speed, when fully loaded, will be 17 miles an