

THE Donnelly Wrecking & Salvage Co., Kingston, has purchased the wreck and salvage (including all the equipments and out-fittings saved) of the propeller "Acadia," wrecked on the north shore of Lake Superior in September last.

THE following have been appointed officers on the Dominion Government cruiser "Petrel":—Captain, Ed. Dunn; first mate, A. J. Frame, second mate, F. Arnold Jarvis; chief engineer, A. J. Brown, second engineer, W. H. Linter.

THE St. Lawrence & Chicago Steam Navigation Co., John H. G. Haggerty, Manager, Toronto, Ont. Str. "Algonquin," captain, James McMaugh, engineer, James H. Ellis Str. "Rosedale," captain, James Ewart; engineer, Richard Childs.

THE Great Northern Transit Co. officers, Collingwood, Ont. Str. "Majestic," Capt. P. M. Campbell, Engineer W. Lewis; str. "Pacific," Capt. R. D. Foote, Engineer J. W. Aston; str. "Northern Belle," Capt. C. Jaques, Engineer F. Cleland.

CAPT. J. K. HARBOTTLE, for the past four years captain of the Niagara Navigation Co.'s steamer "Chicora," and previously captain of the steamer "Onigara," died suddenly in Toronto, April 1st. He was a son of the late Capt. Thos. Harbottle.

CANADIAN PACIFIC STEAMSHIP CO., Owen Sound, Ont.: Str. "Manitoba," captain, E. B. Anderson, engineer, Robt. Kenny. Str. "Athabasca," captain, Geo. McDougall; engineer, Wm. Lock-erbie. Str. "Alberta," captain, Jas. McAllister, engineer, A. Cameron.

THE Allan line will add the steamer "State of California" to the fleet on the St. Lawrence route, between Montreal and Liverpool. The "State of California," since she was built in 1891, has been run in the service of the Allan State line, plying between New York and Glasgow.

J. JOLLY will be the Toronto agent of the Hamilton Steamboat Co. this season. Str. "Macassa," Captain Crawford, will be the first boat on the route, about April 1st, the "Modjeska" taking her place as soon as the business warrants. Captain Crawford will sail the "Modjeska."

THE Hillside Shipping Company, Ltd., applies for Dominion incorporation to do a general shipping business, with head office in Yarmouth, N.S., capital, \$30,000. The incorporators are: W. L. Lovitt, G. C. Lewis, T. V. B. Bingay, Catherine M. Lovitt, I. Chipman, Yarmouth, N.S.

CANADIAN Pacific freight, which last season was delivered to the Soo line steamers at Windsor, Ont., will hereafter be carried to Midland, Ont., and there transferred. This is the new run had in view for the steamer "Lora," which is now being lengthened and partially rebuilt at Milwaukee.

It appears as if there will be a number of new steamers plying on the Lake of the Woods the coming summer. There is the Ross-Graham steel boat, F. Kendal is building one, so also are F. Hemmings, Capt. Johnson, the owners of the Mikado mine, and the Diamond Drill Company.

THE Mathew's Line officers, Toronto, Ont. Steamer "Niagara," Capt. James Morgan, Engineer John Gray, steamer "Clinton," Captain John Joyce, Engineer P. J. Carr, schooners "Emerald," Captain John McCribbon, "Clara Youell," Capt. W. J. Colwell, "Lisgar," Capt. John Fahey; "Grimsby," Captain Grant Horne.

THE North Shore Navigation Co. officers, Collingwood, Ont. Str. "City of Collingwood," Capt. W. J. Bassett, Engineer C. Robertson, str. "City of Midland," Capt. F. X. La France, Engineer W. Whipples; str. "City of Toronto," Capt. A. C. Cameron, Engineer D. McQuade, str. "City of Parry Sound," Captain E. Walton, Engineer J. L. Smith.

THE line of boats running from Golden, B.C., on the Canadian Pacific Railway, down the Columbia River, with that navigating from Jennings, on the Kootenay River, north into the Fort Steele country, has been consolidated. The combined concern will be known as the International Navigation Company, but it is in reality a branch of the Canadian Pacific Railway service.

W. A. MURRAY, of Murray & Williams, 17 St. John street, Montreal, has gone to Liverpool with a launch built by his firm, which is the first Canadian craft of the kind to go to England. It will be entered in the yachting exhibition to be held this summer at the Imperial Institute, London, Eng. It is 21 feet long, 5 feet 3 inches beam, and is fitted with a 2½ by 3 inch stroke high speed engine, and the Moore steam pump. The boat is built of cedar and is finished throughout in mahogany, with fancy oak gratings in fore and aft cockpits. The boiler and engine rooms are finished throughout in polished brass.

A WATERWAY to connect Red River with Rainy Lake is proposed by building a dam at the outlet of Red Lake, thus creating a water line of transportation extending from Thief River Falls to the head of Red Lake, a distance of 84.6 miles on the river and 50 miles on the lake. From the east end of Red Lake a canal can be very cheaply cut through to Rainy River—a marsh covers the whole distance—thus, it is said, opening a great stretch of country bordering a navigable river, including the Lake of the Woods.

THE Canadian commissioners, under the Deep Waterways Commission, have completed their report to the Dominion Government of their joint deliberations with the United States representatives. Much information has been gained and plans formulated, with accompanying sketches and maps. The United States Government will be asked, however, to appropriate \$150,000 for further surveys and deliberations. The Canadian commissioners, O. A. Howland, C. T. Keefer, and Thomas Munro, will ask for about \$15,000 to make surveys.

CAPT. F. P. ARMSTRONG, of East Kootenay, is the pioneer steamboat man of the Kootenay and Columbia Rivers between Golden B.C., and Jennings, Mont. He and James F. Wardner have just organized the International Transportation Company, which is to operate a line of steamers between Fort Steele and Jennings on the Kootenay River. A steamer of 100 tons capacity will be run every day between Fort Steele and Jennings. Captain Armstrong will be the manager and will also manage the Upper Columbia Navigation Company, which will have a line of steamers between Fort Steele and Golden.

THE Canadian Marine Association met in Toronto recently, President R. O. Mackay, Hamilton, in the chair. A committee was appointed to proceed to Ottawa and lay several requests before the Government, the principal being that the Government in future refuse permission to anyone to build a bridge across navigable waters. The Government will also be asked to keep the bridge across the Murray Canal open on Sundays. The contention of the vesselmen in this is that the Murray Canal was constructed to allow vessels passage by the way of the Bay of Quinte when it was too stormy to go out into the open lake, and that the closing of the bridge on Sunday does away with a great deal of the value of the route. They would like the duty on manilla cordage reduced to about 12½ per cent., the same as prevails in the case of binder twine.

J. R. ROY, C.E., who is in charge of the Government survey of the Fraser River, B.C., has twenty men in his party. R. C. Lowry, A.M.I.C.E., being chief assistant engineer; W. C. Mitchell, C.E., second assistant. The preparing of the plans from the field notes sent in will be done at New Westminster, under the direction of A. J. Hill, M.A., M.C.S.C.E. A complete triangulation survey of the river will be made. It is Mr. Roy's intention to first of all make a survey of the whole of the Lower Fraser, to establish a basis, a survey also being made of the nature of the river banks, and also the various tributaries of the Fraser. After that considerable time will be devoted to examining the river by cross-sections from the basis already established. The various points will also be recorded; the depths, bed formation, etc., will also be carefully noted; as also those of the numerous streams and lakes tributary to the Fraser. The work is expected to take two years.

THE officers of the Toronto Ferry Co. steamers for the present season are: "Primrose," captain, C. Tafford; mate, H. Cotter, engineer, H. Brownley; 2nd engineer, J. Armstrong. "Mayflower," captain, George Moulton; mate, M. Livingston; engineer, S. A. Mills; 2nd engineer, J. Pickard. "Shamrock," captain, T. Jennings; mate, T. Churchill, engineer, E. Abbey. "Thistle," captain, A. Martin; mate, N. Osborne; engineer, C. Lerrally. "Kathleen," captain, J. Fertile; mate, McLaughlin; engineer, Paddy Carr. "Gertrude," captain, J. Tymon; mate, P. M. Olsen, engineer, Wm. Hopkins. "Island Queen," captain, J. Titus; mate, Olwood; engineer, T. W. Wood. "Luella," captain, T. Hinton, mate, Wm. Joyce; engineer, John Smiley. "J. L. McEdwards," captain, William Scott; mate, Henry Brown; engineer, John D. McGinnis. "Arlington," captain, H. Farr; mate, Ed. Lawrence; engineer, J. Wesley. "Mascott," captain, Henry Florio; mate, Henry Hanna; engineer, Wm. Food.

We have received the proceedings of the sixth annual convention of the Association of Railway Superintendents of Bridges and Buildings, held in Chicago, in October, 1896. Committees reported on a number of most interesting subjects, and the ensuing discussions are very fully reported. Drawings and plans accompany many of the reports.