

tion of wharves and sheds on its own property near Sand Point, for the use of its steamers at St. John during the winter months. At the present time the accommodation at the port is insufficient, and the negotiations between the company and the city have not resulted in an arrangement being reached for the provision of the necessary enlarged accommodation.

The Dominion Coal Co. owns five steamers, and will operate them during the season on the run from Montreal to St. John's, Nfld., calling at Charlottetown, P.E.I., Sydney and North Sydney, N.S., making fortnightly trips. The Bonavista, 837 tons register, is fitted to carry passengers in addition to freight. The following are freight steamers: Cacouna, 931 tons register; Coban, 689 tons register; Cape Breton, 1,109 tons register; Louisburg, 1,182 tons register. It also owns five barges, ranging from 400 to 1,900 tons capacity, which will be used in the coal trade between Sydney and Louisburg, and different ports in the Maritime Provinces. The D.C. Co. also has on time charter the following steamers, which will be engaged principally in the St. Lawrence coal trade; the figures given representing the dead weight carrying capacity: Thordis, 6,200 tons; Dominion, 5,750 tons; Catalone, 5,700 tons; Mystic, 5,700 tons; Peter Jebben, 5,600 tons; Tordenskjold, 5,600 tons; Turret Bay, 5,200 tons; Fridtjof Nansen, 5,100 tons; Otta, 5,000 tons; Sif, 4,800 tons; Olaf Kyrre, 4,650 tons; Britannic, 3,200 tons; Dania, 3,160 tons; Unique, 3,000 tons.

Province of Quebec Shipping.

The twin-screw str. Atlantic, 565 tons, is being offered for sale by tender by the Canadian Import Co., Quebec.

It is proposed to erect a new power-house for the purpose of supplying electric power for operating the lock gates on the Lachine canal.

A contract has been awarded to Messrs. Burns & Charleson, Ottawa, for the construction of a wharf at Paspebiac, Que., at a cost of \$19,000.

A steamer named Pocahontas was launched at North Hatley, Que., May 5. She is 80 ft. long, has a breadth of 15 ft., and will steam 15 miles an hour.

The str. Greetlands, heretofore on the Montreal-Prince Edward Island run, for Hy. Dobell & Co., Quebec, has been sold to Norwegian owners, and will be placed in the coal-carrying trade.

A company, which was in process of formation for the purpose of tendering for the Baie des Chaleurs service, has decided to abandon the project owing to its inability to procure a suitable steamer.

The Minister of Marine has taken over from the Harbor Commission the duties of the registration of the steamship inwards and outwards' records for port of Montreal, also the pilotage and other dues between Montreal and Quebec.

A deputation of Montreal shipping men waited on the Minister of Marine recently, and urged the construction of a dry dock, in addition to other works. The site recommended for the dry dock is between the Guard pier and Windmill point.

The Dominion Parliament is considering a bill constituting the Minister of Marine a pilotage authority for any harbor. While the act will be of general application, its special object is to overcome some difficulties that have arisen in connection with the navigation of the Saguenay River.

The Dominion Government has decided to provide two powerful steamships of special design to be used for breaking up the ice in St. Lawrence river and gulf, with a view of preventing floods and of rendering the river

open for navigation at an earlier date than is now the case. It is hoped to have the steamers ready for use in 1905.

The Quebec Steam Whaling Co. (Ltd.) has been incorporated under the Dominion Companies' Act to purchase steam and other vessels for the purpose of engaging in whaling and sealing. The capital stock is fixed at \$295,000, and the head office is at Montreal. The incorporators are: B. Sawyer, N. C. Smillie, P. McKenzie, of Westmount, Que.; T. Gauthier, W. D. B. Scott, J. P. Mullarkey, C. L. Papineau, R. B. Hutchinson, of Montreal.

The Montreal Harbor Commission has awarded the contract for the erection of the 14 two-story steel sheds on the wharves at Montreal to P. Lyall & Sons for the sum of \$2,305,000. The steel work for the sheds, which will cost about \$1,000,000, will be supplied by the Dominion Bridge Co. The contract for the elevated roadway to the upper story of the sheds was let to McClintock & Marshall, of New York, for \$259,000. Four of the sheds are to be completed this year, five in 1905, and five in 1906. The cost of the sheds and their equipment will be met out of the \$3,000,000 loan voted by the Dominion Parliament in 1903.

Ontario and the Great Lakes.

The Arthur Mac, a 75-ft. tug for A. McInnes, Owen Sound, Ont., was launched at that port May 6.

The Toronto Ferry Co.'s str. Luella was slightly burned while lying at Yonge Street wharf, Toronto, May 9.

The tug W. E. Gladstone, owned by J. H. Newman, was damaged to the extent of \$1,000 by fire at Wiarton, Ont., May 7.

The str. Algoma, built for the Rat Portage Lumber Co., was launched in Rainy River May 11. She is intended mainly for service on Rainy Lake.

F. A. Knapp, the inventor of the roller boat, is applying to Prescott, Ont., town council for dockage facilities for shipbuilding purposes there.

A tow barge 85 ft. long, 24 ft. beam, and 6 ft. depth of hold, has been launched at Penetanguishene for the bark trade between Parry Sound and Penetang.

The Dominion Parliament has under consideration a bill to place the harbors of Port Arthur and Fort William, Ont., under the control of Harbor Commissioners.

F. B. Polson, speaking to a Canadian press representative in London, Eng., expressed an opinion that future turbine steamers for Canada would be built in Canadian shipyards.

A telegram was received in Hamilton, May 15, stating that the Turbinia had made over 22 1/4 miles an hour on her trial trip in England, and would leave for Canada May 24.

The C.P.R. made a test of a 21-ft. pitch screw in place of an 18-ft. pitch screw hitherto used on its Upper Lake steamers, and has placed a new screw on the Alberta this season.

The tug Michael Davitt, of Buffalo, N.Y., ran on a submerged pile in the Welland river, at Montrose, Ont., and sank. A survey shows that a large hole has been stove in her bottom.

The Midland Towing and Wrecking Co. is suing the British America Assurance Co. and the Western Assurance Co. for \$3,500 each, insurance on the str. Reliance, burned at Owen Sound in 1903.

The str. Ojibway, better known in Toronto as the A. J. Tyron, which was run last season from Sault Ste. Marie to Thessalon and other points, will be placed on the Toronto-Oakville run this season.

The Minister of Marine, replying to a question in the House of Commons, stated that the Government had under consideration the use of an ice-breaker to test the winter navigability of Lake Superior and the Georgian Bay.

The str. Mazeppa, of Hamilton, has been sold to Capt. H. Oldfield, who proposes placing it on a run between Parry Sound, Point Aux Baril, Byng Inlet and French River. The Mazeppa has accommodation for 150 passengers.

Two tugs christened respectively the Leighton McCarthy and the Ethel Reid, were launched at Collingwood, Ont., May 7. The tugs are 68 ft. in length over all, with a beam of 14 ft., and are fitted with steeple compound engines and Scotch boilers.

The section of the Trent Valley Canal between Lakefield and Peterboro', Ont., which includes the hydraulic lift lock, will be opened for traffic early in June. When this section is opened the canal will afford continuous traffic from Balsam Lake to Hastings.

The Canadian Atlantic Transit Co. has notified agents not to accept consignments of freight for late shipment. The company is a member of the Lake Carriers' Association, with which organization the Masters and Pilots' Association has a dispute in regard to wages, etc.

The new steamer under construction at Ottawa for the Ottawa Forwarding Co. is 110 ft. long and 24 ft. wide over all, and has a cargo capacity of 200 tons. She has been named the Ottawa, and will trade on the Rideau canal, making her initial trip early in June.

A bill before the Dominion Parliament provides for the unification of the Canadian rules of navigation with those of the United States, with a view of doing away with the confusion now caused by directions contained in the rules of the two countries conflicting one with the other.

The Niagara Navigation Co.'s str. Chicora commenced running between Toronto and Niagara River May 16. She has been thoroughly overhauled, practically re-engined, re-decorated and generally improved during the winter. The work was done at Kingston by the Canadian Shipbuilding Co.

The str. Cariboo, for the Dominion Fish Co., was launched at Goderich, Ont., May 5. She is 150 ft. long, and has a breadth of 25 ft., and is fitted with fore and aft compound engines, built in Goderich, and boiler constructed by the Polson Iron Works, Toronto. The steamer has accommodation for 100 passengers, and is intended for service on Lake Superior.

The str. Oriole, belonging to the Muskoka Lakes Navigation and Hotel Co., capsized shortly after leaving Bracebridge, Ont., May 3, and the 40 passengers and crew were landed with some difficulty. There was a large cargo on board, the water on the river was very high and the current rapid. These circumstances combined gave the vessel a list, and when rounding a bend in the river she went over. The company is holding an investigation.

Replying to a question in the House of Commons, the Minister of Railways said it was not in the public interest to answer questions asked by Colonel S. Hughes. The questions asked involved the point whether the Government was aware that the main navigable channel between St. Joseph's Island and Sault Ste. Marie was now through United States territory via the Hay Lake channel; also if the Government had arranged through the British Government with the United States for the right of navigation of the Hay Lake channel for Canadian or British vessels carrying contraband of war in time of war. Mr. Emmerson also stated that the Government