

## Marine News.

THE contract for masonry on the Soulanges Canal, recently taken from A. Stewart, has been re-let to Ryan & Macdonald.

WOODEN ship-building is being carried on with renewed vigor in Newfoundland this season. Most of these schooners are for the Labrador trade.

THERE is a rumor of a new Canadian freight line between Halifax and Liverpool, but the parties whose names are mentioned, are reticent about giving information.

JOHN & MICHAEL O'LEARY have completed their contract on the Soulanges Canal, which covered section No. 3, the approximate value of the work being \$230,000.

H E GIDLEY, Penetanguishene, Ont., is building a fine steam yacht for W. A. Gorby, Marion, Ind. She will be fitted with compound engines and a water tube boiler.

THE Albion Iron Works Co., Victoria, B.C., is fully employed building river steamers for the Yukon and Stickeen Rivers for the C.P.R., the Hudson's Bay Co., and others.

THE Donnelly Wrecking Company, which made arrangements to release the stranded steamer "Rosedale" for \$17,000, has succeeded in placing the steamer in the dry dock at Kingston.

THE Klondyke Trading and Transportation Corporation, which Sir Charles Tupper organized, has purchased the first-class steamer "Amur" from Labuan. She will run to Stickeen and to St. Michael's.

J. H. MOIR, of New Westminster, B.C., has been awarded the contract for the construction of two stern-wheel steamers for the Stickeen River route by the Hudson's Bay Company. The steamers will cost about \$20,000 each.

THE Hon. J. R. Thibaudeau, the Hon. A. A. Thibaudeau, C. N. Armstrong, E. A. D. Morgan, Montreal; R. Audette, Quebec; and L. H. De Friese, London, Eng., have applied for letters patent as the Atlas Steamship Company. The chief place of business will be Montreal, and its capital \$500,000.

CAPT. C. H. McLEON, Pictou, N.S., is now at Portsmouth, New Hampshire, where a party of Klondykers is being fitted out. The captain has secured an engagement to take a vessel round Cape Horn, or through Magellan Straits, and the party expects to be at the mouth of the River Yukon when navigation opens.

THE London manager of the Canadian Pacific Railroad confirms the report that the company has bought from the Union Steamship Line the steamers "Tartar" and "Athenian," formerly the favorite liners in the South African mail service, and will establish a regular freight and passenger communication between Vancouver and Fort Wrangel, at the mouth of the Stickeen River. Each will do the trip within three days.

A CHARTER has been granted to L. L. Beer, C. Palmer, G. J. Rogers, J. Pitblado, W. W. Beer, T. W. Dodd, A. Kennedy, W. Welsh, R. Fraser, F. L. Hazzard, Charlottetown, P.E.I., to acquire by purchase, lease or otherwise, and to build steamships and other vessels, docks, wharves and other terminal facilities, and to carry on the business of a transportation company for transport of passengers and freight, as the Inland Navigation Company, Limited, with a capital of \$13,200.

FOLGER BROS., Kingston, Ont., have bought the steamer "Shrewsbury" and will put her on from Clayton to Montreal, along with the "America" during the coming season. The "Shrewsbury" was built at Bath, Maine, at a cost of over \$80,000 about a couple of years ago and has been in commission only a short part of the time since. Her dimensions are 161 feet 6 inches length of keel, 26 feet 6 inches beam, 7 feet 3 inches depth of hold and 47 feet 9 inches over guards. She has compound engines of the inclined type, 25 x 40 inches, six-foot stroke. There are two boilers, Worthington condenser, steam steering gear, improved feathering paddles.

AT a meeting of the board of directors of the Richelieu & Ontario Navigation Company, it was determined to call the new steamers to be built in Toronto the "Toronto" and the "Kingston." It was resolved to make repairs to the steamer "Laprairie." She will receive new feathering wheels. Other improvements to the western fleet are now in contemplation. The details in connection with the outfit of the company's steamers generally, the improvement of their appearance, and the interior of the saloons, especially on the "Quebec," and new conveniences for state-rooms, were also resolved on. Alterations to the steamer "Berthier" will also be gone on with, with a view of increasing her speed and carrying capacity.

THE C.P.R. has completed arrangements in Toronto, for the construction of three light draught stern-wheel steamers to ply in Alaskan waters, in conjunction with the two ocean steamers which they have purchased in Scotland. These vessels will be constructed in Toronto, the contracts having been let to the Bertram Engine Works Co. for two boats, and the Polson Co. for one boat. The plans have all been prepared, and work will be commenced at once, as it is intended they shall be ready for the opening of navigation. The boats are of wood, plated with steel, and will have a length of 150 feet, with a beam of 30 feet. They will be put together in the Toronto yards and will then be taken apart and the parts shipped to Vancouver. The two ocean steamers' run will be from Vancouver to Wrangel, at which point passengers will be transferred to the new light-draught boats, which will ply on the Stickeen River. Captain Troop, who is superintendent of a line of steamers plying in the Kootenay district, has been, it is understood, given the position of superintendent of the new line of C.P.R. steamers in Alaska.

## Personal.

W. W. Ogilvie has presented another \$1,000 to the Winnipeg general hospital.

MANAGER SKIDMORE, of the Waterworks Company, Berlin, Ont., will leave shortly for the United States.

A. McDONALD, contractor, Woodstock, Ont., was killed by a G.T.R. train at a level crossing in Woodstock, Dec. 15th.

MORTON WEBB, mining engineer, son of F. R. Webb, Petrolia, Ont., returned from Colorado for the Christmas vacation.

JAMES LAMOND, formerly with E. Leonard & Sons, London, Ont., has accepted a position with the Goldie McCulloch Co., Galt.

R. MAITLAND ROY, Peterboro, Ont., who has been connected with the engineering staff of the Central Bridge Co. for a number of years, has accepted a responsible position with the Hamilton Bridge Co., and will remove to the ambitious city.

WHILE visiting at the house of a friend in Toronto, Sylvester Neelon, well known as a member of the firm of Elliott & Neelon, contractors for the masonry work at the new municipal buildings, died suddenly of apoplexy. The body was taken to St. Catharines for burial. He was 74 years of age, had lived in St. Catharines for half a century, and was prominently engaged in extensive milling and timber business. He built the large Empire flour mills, which are now occupied by the Packard Electric Co., St. Catharines. He represented the county in the Ontario Legislature. He was president, up to the time of his death, of the Niagara Central Railway Company, and it was through his work that the road was built.

HURD PETERS, engineer in charge of the harbor improvements at St. John, N.B., was the recipient of a pleasant attention from the men employed on the works. The men employed about the works assembled in the warehouse and D. C. Clark, in their behalf, read an address to Mr. Peters, expressive of appreciation of his services, his constancy in attending his duty, his zealous care in the city's interests, and his pleasing manner, which had been an encouragement to them. Mention was made that the relations between Mr. Peters and the men had always been of the most pleasing character. The address was signed on behalf of the workmen by D. C. Clark, foreman of wharf construction; Thomas Thompson, foreman of warehouse construction; D. W. Clark, superintendent of pile driving; James McMurray, captain of dredge "Cape Breton"; John W. Dickinson, captain of dredge "Freeport"; James Fennell, captain of dredge "H. F. Bothfeld"; Frank S. Henrion, diver. Accompanying it was a gold headed ebony cane, suitably inscribed, also a silver ice pitcher. Thomas Thompson made the presentation of the pitcher and D. W. Clark the cane. Mr. Peters said it was usual on occasions of this kind to say it is unexpected and surprising. All can bear me out, he said, that this is utterly and absolutely true in this instance. For forty odd years I have been connected with the city's work, and sometimes have done good work, and always have had pleasant and cordial relations with the men, but never till now have they given expression to it, and that I appreciate it you must know. My schoolboy holidays were spent in Carleton from the time I was ten years of age, and I have had a great deal to do with Carleton from the time I put in the waterworks, and have always found the workmen competent and efficient. A report I prepared some time ago for presentation to the harbor improvements committee gives expression to my opinion of the excellent way in which you have worked. It gives all due credit to the foremen, but shows that the completion of the work is due to the men, who throughout have shown a friendly spirit and have worked with vigor and energy. Never was more work done, and better done, in five months; and every man who