

of cargo. She will be fitted with all the latest improvements, side port, elevator, derrick, etc., and 37 staterooms. The vessel was recently launched, and it is expected she will be completed in time to reach Halifax, N.S., by the end of March. She will run between the Magdalen islands, and Pictou and Souris, in charge of Capt. R. D. Burns.

Sir R. G. Reid and the Reid-Newfoundland Co. have entered actions against the Newfoundland Government for \$1,250,000 damages in respect to alleged breaches of contract respecting the operation of steamship lines. Several years ago the Newfoundland Government entered into a contract with Sir R. G. Reid to operate a number of steamship lines round the coast of the Island and along the Newfoundland-Labrador coast, and a service between Port Aux Basques and Sydney, N.S. On the accession of the Bond Government the railway contract was revised, which resulted in lengthened arbitration proceedings. In 1904 the Government entered into a contract with Bowering Bros. of St. John's, by which subsidies were provided for the operation of two steamers on different routes on the coast of the island in competition with the Reid steamers.

The Chignecto Marine Transport Ry. Co. in 1890 made an agreement with the National Safe Deposit Co., respecting the disposal of certain funds placed in the hands of trustees. Notice is given that the National Safe Deposit Co. will on Feb. 10 pay out such money to the holders of the mortgage bonds as are entitled thereto under the terms of the deed. The C.M.T.R. Co. was incorporated by the Dominion Parliament in 1882 for the purpose of constructing a railway across the narrow neck of land separating the Bay of Fundy from Northumberland strait, for the purpose of hauling vessels out of the water, transporting them across the isthmus and placing them in the water again. The company secured the grant of an annual subsidy for 25 years, in the same year, and acts respecting the subsidy were passed in 1886, 1888 and 1891, while acts respecting the company's bond issue were passed in 1883 and 1892. The capital invested in the undertaking was almost entirely British, but difficulties of construction and finance could not be overcome as readily as the promoters expected, and very little construction was done. The Dominion Parliament subsequently refused to grant extensions of the subsidy contracts, and the work was abandoned. Efforts on the part of the bondholders to secure some compensation for the work done were fruitless, and the final steps for closing out the company's affairs are now being taken.

Province of Quebec Marine.

F. Carbray, a member of the Quebec Harbor Commission, died at that city recently, aged 72.

L. C. Webster was elected Jan. 10 to fill the vacancy caused by the death of F. Carbray on the Quebec Harbor Commission, for the balance of the term for which Mr. Carbray was elected.

The following officers of the Montreal Pilots' Association for the current year have been elected: President, W. Gauthier, Deschambault; Secretary-Treasurer, L. Z. Bouille, Deschambault; Committee, C. Anger, Levis; T. Hamelin, Grondines; A. Angers, Ste. Anne-de-la-Parade.

The Department of Marine records, dating from 1852, only show two occasions when the St. Lawrence river was free of ice after Jan. 1. This year will probably

establish a record in this respect, as with the exception of the shallower portion of Lake St. Peter, there was a clear channel to the sea well on into January.

G. W. Stephens and F. W. Cowie, President and Engineer respectively of the Montreal Harbor Commission, were passengers on the C.P.R. steamship Empress of Britain, sailing from St. John, N.B., Jan. 11. Visits are to be paid to the principal maritime ports of Europe, for the purpose of studying harbor construction, and the various methods of dealing with cargoes, with a view to carrying out several improvements in the Montreal harbor.

Ontario and the Great Lakes.

Capt. A. Craigie, harbormaster at Goderich, died there Jan. 10.

R. Maw, who for several years owned and sailed schooners on the lakes, died at Toronto Jan. 5, aged 70.

The Windsor Dredging Co., Ltd., has passed a by-law decreasing the number of directors from eight to five.

R. W. Perks will, it is expected, visit Canada during the present month in regard to the Georgian Bay canal project.

The steamboat Florence B., owned in Detroit, Mich., which has been purchased by the Great Lakes Dredging Co., Port Arthur, Ont., is a small vessel, built in 1892, 24 tons gross, 20 tons net; length, 50 ft.; breadth, 11 ft.

At a meeting of the Public Accounts Committee of the Dominion Parliament, Jan. 10, a motion was made for the calling of A. F. Bowman, M.P.P., for examination in connection with the dredging works at Fort William and Port Arthur.

W. M. German, M.P., recently assured the Stamford, Ont., Council that Parliament would this session make an appropriation for the survey of the Welland river, with a view to making it navigable for vessels of the Welland canal type.

The Dominion Government has called for a report from the International Waterways Commission, on the proposal of the Long Sault Development Co., to dam the St. Lawrence river, at the foot of the Long Sault rapids, above Cornwall, Ont.

The steam tug Escort, which was sunk recently near Port Dalhousie in a race for the last tow of the season, has been raised and taken into port, where some temporary repairs will have to be made prior to her being taken to the drydock for an overhauling.

The U.S. lake survey reports levels on the Great Lakes for Dec. as follows: Superior, 602.55; Michigan and Huron, 580.58; Erie, 572.24; Ontario, 246.28 ft., above tide water. Since the previous month the levels have fallen, in Superior 4 ins., Michigan and Huron 2½ ins., Erie 1½ ins., while Ontario remained the same.

The tug Beatrice M., owned by the James Bowman Fish Co., Port Arthur, was seized recently by order of the Dominion Government on a charge of carrying passengers without a license. The tug had been chartered by the Northern Islands Pulp Wood Co., and was taking a gang of the company's men to Simpson Island.

The Dominion Ministers of Railways and of Public Works, received a deputation Jan. 10, which urged that the Government undertakes, as soon as possible, the dredging of Tiffin and Victoria harbors, in Georgian bay. It was stated that these places would be made the chief terminals for the lake grain traffic, by the G.T.R. and C.P.R. respectively.

A press report states that a company is being formed for the purpose of building and operating a modern drydock at Owen Sound. W. P. Telford, M.P., is interested in the project and, it is stated, will visit England in the spring for the purpose of raising additional capital to that obtained locally, on which it is said the Dominion Government will guarantee 3% interest.

Three actions against the Richelieu and Ontario Navigation Co., brought by the Ogilvie Flour Mills Co., the Northern Elevator Co., and the Canada Atlantic Ry. Co., for damages for the grounding of the barge Huron in the Soulanges canal last May by the Navigation Co.'s steamboat Hamilton, were dismissed, the judgment holding that the Hamilton passed the barge in a proper manner.

The Donnelly Salvage and Wrecking Co., of Kingston, Ont., which bought the steamboat Saquia at Buffalo, N.Y., in the spring of 1907, has rebuilt her in the Kingston drydock, thoroughly overhauled her engines and boilers, and fitted her with special appliances for wrecking purposes. She has accommodation for 800 tons of lighterage, and has been sent to Cobourg, Ont., to keep the harbor open during the winter for the Ontario Car Ferry No. 1.

The Farrar Transportation Co.'s annual meeting was held at Collingwood, Jan. 9, when the directors' report for the year, which is said to have shown a satisfactory working, was adopted. The following officers and directors were elected for the current year: President, C. A. Farrar; Vice-President, W. R. Rowland; Secretary-Treasurer, G. E. Fair; Directors, D. D. Lewis, E. R. Whalen, J. M. Smith, G. E. Fair, G. P. Pearsall, T. I. Thomson, H. Cleland, and W. J. Smith.

The Kingston Shipping Co., recently incorporated, is having built at Dumbarton, Scotland, a steamboat, to be named Catarqui. She will be a full size Welland canal bulk freight steamer, with triple expansion engines, cylinders 18 ins., 30 ins., and 40 ins. diam., by 33 ins. stroke. Her general dimensions will be: length, over all, 256 ft.; beam, 43 ft.; depth, moulded, 22 ft. The officers of the company are: President, H. A. Calvin; Vice-President, H. H. Richardson; Secretary-Treasurer, S. C. Calvin.

The Pere Marquette Rd. Co.'s car ferry steamer No. 16 on Lake Michigan was caught in a storm recently and severely damaged. The cars, numbering 28, came unfastened, tearing up the tracks, breaking up the deck fixtures, and smokestacks. Two of the cars loaded with pig iron broke through the deck, one going into the firehold, and the other falling on the engine. The boat put in at Milwaukee, Wis., where it is possible she may be rebuilt. The damage is estimated at between \$30,000 and \$50,000.

The Fort Erie Ferry Co. and Fort Erie Ferry Ry. Co. have decided to begin the construction, as soon as the weather will permit, of a dock at Fort Erie Grove, Ont. In connection with this dock it is proposed to run a steamboat during the summer months from the foot of Main St., Buffalo, N.Y. Following are the officers and directors for the current year: President and Treasurer, F. J. Weber; Secretary, L. D. Woodruff; Superintendent, W. Wharton; other directors: W. E. Will, H. M. Gear, P. Will, A. G. Bartholomew.

Some complaint seems to have arisen amongst marine captains at Kingston, as to the non-receipt of qualification certificates from the Department of Marine. It is stated that they wrote on their examinations and paid their fees two years ago, since when they have been in command