

It is reported that the screw str. Westport, owned by the Insular S.S. Co., of Westport, N.S., has been sold to Grand Manan people for fishery purposes. The Westport was built at Shelburne, N.S., in 1896, her dimensions being: length, 82 ft.; breadth, 8 ft.; depth, 7.7 ft.; tonnage, gross, 80, register 48. The Insular S.S. Co. contemplates replacing the Westport with a larger vessel.

L. Coste, C.E., of the Dominion Public Works Department, has laid before the St. John, N.B., city council plans for harbor improvements. It is proposed to dredge the harbor to give 30 ft. at dead low water; and to build a wharf between Sand Point and North Rodney wharves. It is also recommended that the west channel leading into the harbor be closed, so as to keep the water in one channel, thus aiding in clearing the silt out of the harbor.

D. J. Purdy, J. W. McAlary, G. H. Perry, L. Jordan, A. P. Belyea and S. H. Belyea, of St. John, N.B., are making application under the New Brunswick Companies' Act as the People's Line Steamship Co. (Ltd.) to purchase the str. Star of St. John, and other vessels, and to carry on a general navigation business on the St. John river and tributaries. She is a sidewheel steamer built at St. John in 1873, her dimensions being: length 153 ft.; breadth, 22.6 ft.; depth, 6.5 ft.; tonnage, gross 461, net, 328.

A return is to be brought down in the House of Commons giving all the papers having reference to the placing of the Stanley on the route from Summerside P.E.I., to Cape Tormentine, N.B. The Minister of Marine recently said the instructions to the officers of the Stanley were to make the trip under all condition, consistent with the safety of the ship, passengers and crew. The Minister of Public Works said there was difficulty at the pier at Cape Tormentine, and the harbor works at Summerside were being reconstructed.

R. S. Orchard, C. W. Wasson, W. I. Barton, B. C. Eastabrooks, of St. John, N.B., and C. C. Taylor, Sheffield, N.B., are applying for incorporation under the New Brunswick Companies' Act as the Majestic Steamship Co., to carry on a general navigation business. The proposed capital is \$250,000 and the head office of the Co. is to be at Gagetown. The Co. has acquired the str. Majestic, hitherto running on the Richelieu river, Que., and propose putting it on the service between Gagetown and Indiantown, N.B., on the St. John river. The Majestic was built by the Polson Iron Works, Toronto; she is a screw steamer and can carry 400 passengers. The dimensions are: length, 130 ft.; breadth, 22 ft. 6 in.; draft, 6 ft.

### Province of Quebec Shipping.

Very extensive works in connection with the improvement of the harbor at Three Rivers are to be undertaken this year, a \$750,000 contract having been let to T. Malone, by the Department of Public Works. It is reported that a suction dredge having a capacity of 60,000 yards a day has been purchased for the work.

The Nova Scotia Steel and Coal Co., has made application to the Quebec Harbor Commissioners for a site for a wharf, and storage space for 100,000 tons of coal. It is proposed to make Quebec the distributing point for its coal throughout Quebec and Ontario. The Dominion Coal Co., of Glace Bay, N.S., is also applying for wharfage accommodation at Quebec.

The Montreal harbor commissioners have had another discussion regarding elevator ac-

commodation at that port, but did not make any progress. In the course of the discussion the commissioners expressed themselves in favor of equal treatment for Montreal and Quebec. This they did not get now, as they were paying the Dominion Government interest on over \$2,000,000, while Quebec, according to Hon. J. I. Tarte, had received \$5,000,000 from the same source upon which nothing whatever was being paid. The commissioners also expressed their disapproval of a recent public statement of Mr. Geoffrion, one of their number, that it was the commissioners and not Mr. Tarte that were responsible for the delay in carrying out the harbor improvements. A committee of the commissioners has visited a large number of ports, and reports generally that Montreal harbor is ill equipped in every way.

Hon. A. A. Thibaudeau, Hon. W. Owens, Hon. T. Berthiaume, R. Prefontaine, S. H. Ewing, A. J. Corriveau, H. A. A. Brault, R. Bickerdike, A. Haig-Sims, P. Galibert, C. Berger, T. T. Gauthier, and W. G. Reid of Montreal; S. T. Willett, of Chambly Canton; Hon. J. Girouard, M. Perrault and L. E. Morin of Longueuil; J. Ocain and A. MacDonald, of St. Johns, Que.; S. M. Weed, of Plattsburg, N.Y.; C. F. Burger, and J. W. Allison of New York city; and C. H. Cummings of Mauch Chunk, Pa., were incorporated by the Dominion Parliament in 1898 as the Lake Champlain and the St. Lawrence Ship Canal Co., to construct a canal from the south shore of the St. Lawrence river in Chambly county to the Chambly canal, or the Richelieu river as might be most convenient, to carry on a general navigation business and for other purposes. The Co. is applying at the present session of the Dominion Parliament for an act declaring its corporate power to be in full force, and granting an extension of time for the construction of the canal.

Hon. S. N. Parent, Premier of Quebec, and Mayor of Quebec city, was recently entertained at a banquet, and in a speech said it was their duty to direct all their energies to make their city the center of a large export trade, more particularly of grain, agricultural produce and cattle. Many enterprises would be centered in the city on the completion of the bridge which would bring in the railways, but the navigation of the river would have to be rendered safe. Then the question of winter navigation would have to be taken up, and he hoped that the Government would soon have this thoroughly tested. The Quebec people were not jealous, and he suggested that the cities on the great national water way of the St. Lawrence and the Great Lakes should enter into a combination in order to obtain from the Dominion Government all the help needed, it being understood that for every million expended for the benefit of Toronto and Montreal half a million should be expended on Quebec. With a united action on the part of the three cities all the problems of transportation along the St. Lawrence and the Great Lakes would be solved.

Speaking at the banquet given in honor of Hon. S. N. Parent at Quebec recently Capt. Wolvin said, in reference to his company's proposed expenditure there:—"We hope to help you to establish at this point the national port of the Dominion, but it will be better for us to let our actions speak. I am here tonight to formally accept the conditions embodied in the resolutions of your Harbor Commission. Since I left here three weeks ago the Great Lakes and the St. Lawrence Transportation Co. has been organized, and is now ready to do business. We have opened agencies at Duluth, Chicago and Milwaukee, and in a few days we will have secured accommodation here and our sign will be in evidence in your streets." The conditions of the arrangement necessitate the spending

of \$1,500,000 on a steel elevator and stores on the cross wall of the Louise embankment, and the building of a fleet of grain carriers. Pending the erection of its own elevator the Co. has secured the use of the Great Northern Ry. Co.'s elevator. A floating elevator will also be employed. It is reported that a number of vessels have been chartered to bring in grain as soon as navigation opens, and that the first of the Co.'s own vessels will be put on the route by June 30. The Marine Record, referring to the project, says that 20 or 30 steamers may be acquired by the Co. provided they can be obtained at a favorable price; that they will be of sufficiently light draft to make the trip without lightering at Port Colborne, and that there is no lack of steamers of the required size being offered. No steamers with gangways will be required as all cargo will be worked by the hatchways. G. T. Smith formerly of the Conners' Syndicate in Montreal, will represent the Co. in Quebec.

### Ontario and the Great Lakes.

The Ottawa Transportation Co. is having two lumber barges built to be ready for the coming season's navigation.

The Port Huron and Sarnia ferry line has suspended operations in order to more efficiently carry out the quarantine laws on the international border.

The quantity of grain arriving at Owen Sound by water during the season of navigation of 1901 was 1,570,921 bush., of which 99,280 came from the U.S.

Plans are being prepared by the Collingwood Shipbuilding Co. for two large steel steamers, one of which is reported to be for the Midland Navigation Co.

The car ferry Shenango, running between Port Stanley, Ont., and Conneaut, Ohio, has been laid up, owing to the heavy slush ice on the southern shore of Lake Erie.

The Booth steamship line has purchased the str. America, operated last season between Buffalo and Niagara, for the Duluth, Port Arthur and Isle Royale route.

The first canal lock built in America was at Sault Ste. Marie in 1790. It had a lift of 9 ft., and a depth of 2½ ft., and was wrecked during the war of 1812. It is now shown as a curiosity.

The Kawartha Lakes Excursion Co., Lindsay, proposes to operate its recently purchased str. Crandella as an excursion boat on the river Scugog and the adjoining lakes during the summer.

The str. Primrose belonging to the Detroit, Belle Isle and Windsor Ferry Co. has been fitted with wireless telegraphy, and kept in communication with Detroit while on a recent trip to Wyandotte, 16 miles.

Among the vessels doing business in 1846 on Lake Superior was the schooner Whitefish, owned by the Hudson's Bay Co., and trading along the north shore for that Co. under the command of Capt. Lamphire.

Application is being made at the current session of the Dominion Parliament for an act incorporating the Knapp Tubular Steamship Co., to carry on a freight-carrying business on the Great lakes and the St. Lawrence river.

The U.S. Congress is being asked to authorize the expenditure of a considerable sum for the purpose of celebrating the 50th anniversary of the construction of the canal at Sault Ste Marie, Mich., which event occurs June 4, 1903.

The Ottawa Forwarding Co. states that the carrying business of 1901 was not so heavy as in 1900, but that the prospects of the coming season are bright. The Rideau passenger