

Price Bros., of Quebec, have asked for a Government investigation into the grounding of the steamer *Urania* at the mouth of the Saguenay river on Oct. 10. The Quebec Harbor Commissioners found the pilot to have been at fault, and have suspended his certificate for nine months. This is not considered satisfactory, hence the appeal to the Government.

D. W. Campbell, manager of the Elder-Dempster Steamship Co., says the only remedy for the insurance discrimination against Montreal is mutual underwriting by Canadians. The high rates affect the freights more than the vessels, although Mr. Campbell says the insurance on hulls is 9% from Montreal as against 4% from Portland and Boston.

The Northey Manufacturing Co. of Toronto have completed a large "deviline" whistle for the Department of Marine, for use as a fog horn on the Gulf of St. Lawrence. The horn is 4 ft. in diameter and 12 ft. long, it is controlled by clock work, operated by a compressed air motor. Two sets of sounds are produced, one a deep roar, and the other a shriek which can be heard at a distance of 12 or 15 miles.

In a recent interview Capt. Carey, of the Elder-Dempster str. Lake Simcoe, says the chart of the gulf of St. Lawrence and its approaches is "practically useless," being "inaccurate as to the depth of soundings," and "misleading in its calculation of position." Speaking of the lights and fog signals, he classed them as "inefficient in many respects." He thought the channel between Montreal and Quebec should be 500 ft. wide, 30 ft. deep, and properly lighted and buoyed. This, he said, would make navigation safe.

H. J. Cloran, of Hawksbury, Ont., has patented a scheme for enabling vessels to navigate the St. Lawrence by day or night, and without pilots, lighthouses or buoys. He proposes to establish a power house at Montreal in connection with the harbor works. From this power house he proposes to run transmitting cables to the center of the channel. Down the exact center of the channel he would lay a cable from Montreal to Quebec to supply a line of electric lights, either on the water level or at whatever height above the water level should be decided upon. These lights would be fastened by small anchors, so as to remain exactly over the sides of the channel, which would thus be clearly marked out. The lights on the one side would be of one color, and those on the other side of another color.

### Ontario and the Great Lakes.

J. Vankoughnet, Thornbury, has been running his str. *Irene* with freight between that port and Collingwood during Oct. and Nov.

A proposition has been made in Goderich to give a bonus of \$20,000 or \$25,000 to W. Marlton to start an iron shipbuilding yard there.

During the winter 12 additional staterooms are to be added to the present accommodation of the new Kingston steamer *Aletha*, and an electric light plant is to be installed.

The Cornwall canal is lighted by electricity, some 250 lights of 2,000 candle power each being used. The lamps are placed 300 ft. apart and there are from 6 to 13 at each lock.

The returns for Oct. show that 4,174,545 tons of freight were moved through the Canadian and the U.S. canals at Sault Ste. Marie, making a total of 24,543,610 for the season.

The Midland Steamship Co.'s new str. *Midland Queen* grounded recently in the canal at Sault Ste. Marie, and is now in dry dock at Detroit having 24 new plates placed in her hull.

The Montreal Transportation Co.'s str. *Rosemount*, from Fort William to Kingston with grain, went ashore at Port Colborne, Nov. 5, and damaged some plates in her hull.

During the season just closed the R. and O. Navigation Co.'s steamer *Torontocovered* 29,026 miles, made 806 stops, and was tied up at wharves 1,181 hours. The season lasted 19 weeks.

It is suggested that weather signals be displayed on the large liners navigating the lakes, for the benefit of slower steamers and sailing boats that may have been absent from port for some days.

The foundations for the new lighthouse on the middle ground in Pelee passage, Lake Erie, have been completed. A temporary light has been placed in position at a height of 30 ft. above the lake.

A shoal has been discovered in the Canadian channel of the St. Lawrence opposite Brockville. It is about 80 ft. square and has barely 15 ft. of water over it. A buoy has been placed to mark it.

Capt. Donnelly, of Kingston, who has been collecting information as to outbreaks of fire on lake boats, says in the majority of cases the fire was due to lamp explosion on account of the inferior grade of oil used.

During the season the number of men employed in handling freight for the C.P.R. lake boats at Owen Sound has increased from 180 to 300, and about 300 are being employed at the Co.'s wharves and freight sheds at Fort William.

The str. *Lincoln*, of St. Catharines, *White Star*, of Toronto, and *New York*, of Kingston, which were under charter for the past season to the International Navigation Co. of Buffalo, have returned to their respective ports of registry.

The repairs to the str. *Richelieu*, which heeled over and sank near Kingston, Oct. 2, and was afterwards raised, are being carried out at a cost of \$3,000. The whole of the upper works are being replaced and the engines are to be overhauled.

The Ontario Government has decided to enlarge the lock at Port Carling, Muskoka, from 133 to 170 ft. at a cost of \$12,000. The work is to be done in time for next season, in order to afford accommodation for the larger vessels which are required for the tourist traffic.

Early in Nov. a clerk in a trust company's office in Toronto on going over the stock book of the Northern Navigation Co. of Collingwood discovered there five bills of \$100 each and a cheque for \$24. The money was sent to the head office, where it was recognized as being the money that mysteriously disappeared from there in 1899.

The sidewheel steamer *Crandella* has been purchased by the Kawartha Lakes Excursion Co., and will be overhauled and put on the lakes next season. She was built in Lindsay, Ont., in 1891, for G. Crandle, her port of registry being Port Hope. Her dimensions are: length, 122 ft.; breadth, 20 ft.; depth, 5.6 ft.; gross tonnage, 266; net 170.

The Port Huron and Duluth Steamship Co., which has the contract with the G.T.R. for carrying grain and package freight from Duluth, Minn., to Port Huron, Mich., where it is transferred to the railway, proposes to build several new steamers for the trade. The Botsford & Jenks Co., which owns a number of elevators on the great lakes, and which contemplates building another of 1,500,000 bush. capacity opposite Point Edward, Ont., for the accommodation of this traffic, is largely interested in the steamship line. The B. J. Co. purposes opening a shipyard on the St. Clair river to build its own steamers and to take other work. The vessels proposed to be built will have a capacity of 6,500 tons,

and a draught of 20 ft. A deputation from Point Edward has pressed upon the Dominion Minister of Public Works the necessity of dredging the Canadian channel of the river in order to provide for this traffic.

### Pacific Coast Shipping.

The C.P.R. is having built at Toronto a twin-screw steamer for use on Okanagan lake, B.C. She will be shipped in sections and put together on the lake.

The Yukon river steamer *Olive May* made an attempt to run the Whitehorse rapids recently, but she refused to answer her helm, ran on a rock and became a total wreck.

The Yukon river steamer *Lavelle Young* has succeeded in navigating the Tanana river for some 50 miles, being the second and largest steamer that has attempted to ascend this river.

The Upper Yukon Consolidated Co.'s steamer *Goddard* was wrecked on Lake Laberge Oct. 15, and three of her crew drowned. The *Goddard* was an iron-hulled steamer, 60 ft. in length, built at Bennett in 1898.

The repairs to the hull of the C.P. Navigation Co.'s steamer *Hating*, which stranded at Jarvis island, Oct. 19, are being made at Victoria, B.C., at a cost of about \$22,000. The machinery is also being given an overhaul.

Referring to the proposal to place a new Empress liner on the trans-Pacific service, the Shanghai Mercury says endeavors are being made to unite the C.P.R. and the German Imperial mail lines and to operate a weekly fast service.

H. A. Munn, of Victoria, B.C., has been granted a patent for "portable and collapsible watertight compartments for boats, vessels and scows." The invention is being used by the Upper Yukon Consolidated Co., Ltd., of which the inventor is President.

The dredge recently completed at Vancouver for the Dominion Government has been named King Edward VII. It will be used to deepen the Fraser river from its mouth to New Westminster, a distance of 16 miles, and to better the conditions of Victoria and Vancouver harbors.

By an arrangement with the Victoria Board of Trade it has been agreed that there shall be a daily ferry service, except Saturdays, both ways between Victoria and the mainland, and that the C.P.N. Co.'s steamer *Charmer* will wait at Vancouver till 4 p.m. for the C.P.R.'s Pacific express should it be late.

The business of W. A. Ward, of Victoria and Vancouver, B.C., has been incorporated under the B.C. Companies' Act with a capital of \$75,000, as "W. A. Ward, Ltd.," with power among other things to own and operate steam and other vessels, and to carry on business as ship brokers, freight contractors, dock proprietors, etc.

J. Mills, President of the Union Steamship Co., operating the line between Vancouver, B.C., and Australia, is on his way home to Australia after a visit to Great Britain. He says the Co. proposes to build a 4,500-ton steamer for the Australian trade, one of 6,000 tons for the Canadian trade, and one of 8,000 tons for the Indian trade. The Canadian-Australian steamer will be 460 ft. long and will have a speed of 15 knots.

E. M. Sullivan, D. W. Davis, T. W. O'Brien, R. B. Woodson and C. G. Marsh, of Dawson, Yukon, are applying for incorporation under the Dominion Companies' Act as the Dawson & White Horse Navigation Co. (Ltd.) to carry on a general navigation business, and to take over the business at present carried on under the style of the Dawson & White Horse Navigation Co. The capital is \$150,000, and the head office is to be at Dawson.