

The Department of Public Works is having constructed at New Glasgow, N.S., a steel hopper barge, 105 ft. long, 22 ft. beam and 9 ft. deep, as an addition to the dredging plant in the Maritime Provinces.

A contract for the supply of 30 submarine bell signals has been given to the Boston Submarine Signal Co., such signals to be placed off the coast of the Maritime Provinces and on the St. Lawrence river.

The differences between two bodies of shareholders of the Canada Atlantic and Plant Steamship Co., have been settled by the retirement of the President and Treasurer, and the election of A. W. Perry, Boston, Mass., as President and E. L. Wires of Boston as Treasurer.

The machinery for the new freight and passenger steamer for the Mahone Bay-Halifax route is being installed. The hull was built at Bridgewater and the machinery at Yarmouth, the dimensions being: Length 92 ft.; breadth 20 ft.; depth of hold 4 ft. 9 in. There is a deckhouse 46 ft. in length, 7 ft. high, 14 ft. wide, in which accommodation is provided for 40 passengers.

The Bertram Engine Works Co., Toronto, is building the steel hull for a ferry for the St. John, N.B., city council. The steamer is 140 ft. long over all, 114 ft. long from stem to stern post, 34 ft. moulded beam, 49 ft. over guards and 13 ft. deep. She will be built similar to ferry boats on the East and Hudson Rivers at New York. When ready for shipment it will take 20 cars to transport her to St. John. She will have double propeller with accommodation for passengers on guards and two open wagon roads, one on each side of the centre. The Phoenix Iron Works of St. John is building the engines and boilers and will do the carpenter and joiner work.

### Province of Quebec Shipping.

The Richelieu and Ontario Navigation Co.'s str. Carolina has resumed her place on the Saguenay route, after having undergone repairs at Levis. The injuries received by her running on a shoal were not so serious as were at first anticipated.

A contract has been awarded by the Dominion Government to the Interprovincial Navigation Co. for a steamship service between Gaspé ports, at \$12,500 a year for ten years, with an additional \$3,000 a year for a service in Dec. and Jan. each year.

The investigation into the circumstances attending the collision between the Black Diamond Line str. Cape Breton, and the Richelieu and Ontario Navigation Co.'s str. Canada by which the latter was sunk, with the loss of five lives, off Sorel in June, has been concluded at Montreal. Capt. Salmon, R.N.R., was chairman, with A. Reid and N. Lachance as assessors. The findings of the court will be submitted to the Department of Marine in due course.

The Dominion Coal Co. will be able to considerably increase its coal carrying fleet running into Montreal, in the event of the experiment with ice-breaking steamers in the river and gulf proving successful. A contract for one steamer has been placed in Scotland, and the launch is expected to take place early in Oct., and the Government will take delivery on the Clyde, Nov. 10. The contract price is \$272,500. The dimensions of the ice-breaker will be 200 ft. long, 18 ft. deep, and breadth 43 ft. There will be two sets of triple-expansion engines.

The hull of the str. Canada sunk in the St. Lawrence, off Sorel, after collision with the Cape Breton, has been found to be more seriously injured than was at first anticipated. The work of raising the hull was let to Gagnon and Freres, Quebec, but the Richelieu

and Ontario Navigation Co. was not satisfied with the way the work was being done, and took the matter out of the hands of the contractors. The contractors threatened to undo the work they had done, but were restrained by injunction, and have started an action for \$5,000 damages for breach of contract.

### Ontario and the Great Lakes.

H. McInnes, Meaford, Ont., is having built at that point a 65 ft. tug for fishing purposes.

A new 50 ft. tug for J. Lapointe, Spanish Station, Ont., is under construction at Goderich, Ont.

The Rainy River Navigation Co., of Rat Portage, Ont., has increased its capital from \$99,000 to \$150,000.

The Richelieu and Ontario Navigation Co. commenced running its steamers from Toronto on Sunday, July 24.

A site for a new fog horn at the False Ducks, near Kingston, Ont., has been selected by the Department of Marine.

J. T. Matthews has been elected Chairman of the Toronto Board of Harbor Commissioners for the unexpired term of the late A. B. Lee.

The str. Edna, lured at Parry Sound, has been temporarily repaired and will engage in the log towing business for the rest of the season.

The tender of Battle & Conlon, of Thorold, Ont., has been accepted by the Dominion Government for the construction of a breakwater at Goderich, Ont.

The Farrar Transportation Co. (Ltd.), of Collingwood, proposes to raise a further sum of \$140,000 to purchase a second steamer for the grain carrying business.

The Knapp roller boat, after five or six years' ineffectual rolling, is to be converted into a barge, and is now undergoing alterations at the yards of the Bertram Engine Works, Toronto.

The present season is reported to have been the dulllest that has been experienced in marine circles for some years, and a number of steamers and barges have been laid up a good part of the season.

W. L. and W. W. Visger have been finally successful in their appeal to the highest court of New York State in reference to the action brought against them by the Thousand Islands Steamboat Co. to restrain them from using certain docks in the U.S. waters along the Thousand Islands.

Survey parties, under the direction of E. J. Walsh, Ottawa, are engaged making surveys of the Trent Valley Canal. G. L. Law, C.E., is in charge of the party working between Port Hope and Rice Lake; and — Hetherington is in charge of the second party which is working between Lake Simcoe and Georgian Bay.

The U.S. str. H. B. Tuttle was arrested at Amherstburg, Ont., to answer a claim for \$1,500 damages to a swing bridge on Manitoulin Island, owned by the Ontario Government. The damage was done in 1902. The steamer left Amherstburg on the following day without clearing and subsequently went to Cleveland, Ohio, where her owner resides. The owner says he bought the steamer at Goderich, Ont., in 1903 at a Marshall's sale free of all claims.

The project of the Montreal, Ottawa and Georgian Bay Canal, to which the Hon. J. I. Tarte gave considerable attention when Minister of Public Works, is again receiving the attention of the Government. Under Mr. Tarte's direction a general survey was made of the French River and Lake Nipissing portion of the projected route, and out of a grant

made by the Dominion Government, Hon. C. Hyman, acting Minister of Public Works, is arranging to have the proposed route from North Bay to Montreal surveyed. It is proposed to place nine parties in the field, and to complete the work during the winter.

There passed through the Canadian canal at Sault Ste. Marie, Ont., during July 561 vessels having a registered tonnage of 596,721 tons against 650 vessels and 670,553 tons for July, 1903, while the actual freight carried in July was 791,876 tons against 523,936 tons for July, 1903. The total number of vessels using the Canadian canal for the season was 1,366, and the freight carried was 1,432,875 tons against 2,330 vessels and 2,602,496 tons for same period 1903. During the season the U.S. and the Canadian canals carried 9,198,203 tons of freight against 7,224,362 tons for the season of 1903 to July 31.

The Bertram Engine Works Co., Toronto, has practically completed the grain carrier Haddington, which it is expected will be placed in commission early in Sept. under the management of J. T. Matthews. The company has closed a contract with the Keewatin Lumbering and Manufacturing Co., Keewatin, Ont., for a tug, having the following dimensions: Length over all, 95 ft., being 86 ft. from stem to stern post; 19 ft. beam, 10 ft. 4 in. depth, with a draught of 8 ft. 6 in. She will have a steel frame and a steel deck with oak bottom planking; four steel bulkheads and a steel deckhouse with quarters for officers. On top will be a steel texas and pilot house and aft, below, the crew's quarters. The engine will be a 14 in. and 28 in. x 20 in. fore and aft compound condensing, built for a working pressure of 150 lbs. of steam and turning a 7 ft. cast iron propeller wheel. The boiler will be a 10 ft. diam. x 12 ft. Scotch return tubular boiler with duplex steam feed pump. This boat will be built in Toronto, taken apart for shipment, and re-erected at Keewatin. She is to be ready by May 1, 1905.

Work is progressing satisfactorily at the Polson Iron Works, Toronto, upon the new Dominion Government cruiser, the launch of which has been fixed to take place Sept. 10. The twin triple expansion engines and two Scotch boilers are so far ready that they will be placed on board directly she is afloat. The steam steering gear, steam windlass and other auxiliary gear are already under the sheer legs ready to be dropped on board. All the joiner work is well in hand, and she will be rushed to completion very quickly. Work throughout the departments is plentiful and enquiries for next season's delivery are coming in unusually early this year. There are one or two contracts almost closed, but are not in condition to be reported. The yacht Wawinet, built for W. McKenzie's use on the Kewartha Lakes, has fulfilled her expectations very satisfactorily in every way, especially as regards displacement, trim, speed, stability and accommodation. The yacht Scolopendra, a gasoline launch, 30 ft. long, has been causing many enquiries at these works during the past few weeks. She has a standard record of 18.2 miles an hour, and it is stated has made 20 miles. The duplicate of her is being built and will be ready in about a month.

### Manitoba and Northwest Territories.

Revillion Freres have had built 17 scows at Edmonton, Alta., and they are being used taking in supplies for the Canadian Northern Ry. construction camp at Battleford, Sask.

The new str. Marion, owned by Capt. Deacon & Son, Prince Albert, Sask., has passed the Government inspection; and the new str. for Capt. Coates, building at Edmonton, Alta., is nearing completion.