

Maritime Provinces and Newfoundland.

Commencing July 3 the Dominion Atlantic steamship line will reduce the passenger fare each way between Yarmouth and Boston to \$1.50.

A charter is being asked from the Nova Scotian Legislature to incorporate the Dominion Shipbuilding Co. (Ltd.), with a capital of \$3,000,000, and power to increase its capital to \$5,000,000.

The Newfoundland sealing fleet is reported to have had an excellent season. The steamer Newfoundland was the first of the fleet to reach St. John's, her catch being 20,000 seals valued at \$30,000.

It is reported that negotiations are in progress between the Dominion Atlantic Ry. and the St. John, N.B., Board of Trade, to have a steamer take up the route formerly covered by the City of Monticello. The D.A.R. proposes to put the Prince Edward on the service, and asks \$20,000 subsidy for about 46 trips a year.

The City Council of St. John, N.B., has had an interview with J. Thomson, G. McAvity, and H. Harding, and as a result a bill has been introduced in the local legislature authorizing the city to grant \$200,000, half in land for the site, or cash to pay for it, the other half in cash for machinery, to be paid only after the works have been established; to aid in establishing and equipping a steel ship-building plant in that city.

The Department of Marine has issued two pamphlets, one containing the tidal tables for Halifax, Quebec, St. John, N.B., and St. Paul Island for 1901, with tidal differences for the Atlantic coast of Nova Scotia, the St. Lawrence River and Gulf, and the Bay of Fundy. The other contains tidal tables for Charlotte-town, Pictou, and St. Paul Island, C.B., for 1901, with tidal differences for Northumberland Straits, also for the open Gulf shore from Miramichi along the north coast of Prince Edward Island.

The Halifax, N.S., City Council has a bill before the local legislature seeking authority to bonus a steel ship-building plant in that city. The bill provides for the payment of \$100,000 for the equipment of a yard of sufficient size for the construction of at least four ships a year of a dead weight capacity of 5,000 tons each or their equivalent, and of an additional \$100,000 on the establishment of a modern and complete plant, sufficiently large and with the necessary facilities for equipping with machinery and boilers at least 20,000 tons of steam-shipping annually.

A delegation from the St. John, N.B., Board of Trade recently visited Ottawa and waited on the Minister of Public Works to urge the necessity of dredging the entrance to St. John harbor before the large Allan steamers were put on the St. John-Liverpool route. Mr. Tarte said he was having a suction dredge constructed for the St. Lawrence, and his intention was to get another for the ports of the maritime provinces. It would save the Government a lot of money if St. John could wait, because the work on the suction process was so much cheaper than by contract. The delegates said they wanted the work done at once, adding that the Connolly dredge, which was in St. John, was available and could do the work. Mr. Tarte then gave the committee to understand that if a contract could be made at a reasonable figure with Mr. Connolly, or for a U.S. dredge, he would urge the Government to do the work by contract. Mr. Tarte showed the delegates the plans prepared for the proposed work to the entrance to the harbor. An area of 8,000 ft. long and 400 ft. wide is specified. It is estimated that the operation will require the removal of 1,000,000 cubic yards of soft material. Two seasons will be necessary to com-

plete the dredging. The suction dredge in the course of construction is capable of removing 30,000 to 40,000 cubic yards a day.

Province of Quebec Shipping.

Several improvements are being made in the Lachine canal. The foundation of the wall in No. 2 basin, near Wellington Bridge, will be lowered from 9 to 14 ft. to allow larger vessels to load and discharge there. At present only barges drawing 9 ft. of water can use that basin. A new supply wheel is to be put in at Lachine, which will give about 33% more water to the canal. An electric powerhouse for the lights and bridges of the canal, is to be erected at Cote St. Paul.

The Premier and several other members of the Dominion Government received on Mar. 29 a deputation of Montreal shipping men upon the subject of improved facilities to navigation on the St. Lawrence. It was represented that the present aids to navigation were insufficient to meet present-day requirements. While a few years ago the facilities were very good, to-day, with the increasing number and size of ships, they were inadequate. It was also claimed that the buoys and lights should be increased in number, and the latter be of greater strength. The ship channel, furthermore, should be deepened, broadened and straightened. Sir Louis Davies pointed out that two years ago he sent the Chief Engineer of his department down the St. Lawrence with a party of shipmen, merchants, pilots and others to point out the improvements deemed to be necessary, and such as were pointed out on that occasion were conceded. As regarded the navigation between Quebec and the Straits of Belle Isle, the Minister mentioned that on four successive occasions he had crossed and returned in the Dominion and Allan Line vessels, and made it a special point to inquire of Captains James, Moore, McNicholl and Wallace where the existing aids to navigation could be improved or where there was anything wanting that could be supplied. None of the four commanders could suggest anything. Sir Louis touched upon the other points raised, and admitted the desirability of omitting no reasonable expenditure in order to put the navigation facilities on a thoroughly modern and satisfactory basis.

The steam schooner Diver, chartered by La Presse, of Montreal, to test the winter navigation of the St. Lawrence, and re-named after the chartering paper, left Quebec Mar. 8, and reached Anticosti Island Mar. 25, having touched successively at Lese Boulements, St. Irene, Murray Bay, Tadoussac, Rimouski, Menicouagen, Godbout, Pointe des Monts, Pontecote and Seven Islands. These hundreds of miles were covered by La Presse nearly all along through broken ice fields and floes of 3, 4 and 5 ft. thickness. A single stretch of 80 miles was accomplished without injuring the boat in any way, not delaying her more than could reasonably be expected on a steamer of such small tonnage. Patches of clear water are plentiful enough in winter below Quebec, but as the object of the cruise was to try the resistance of ice La Presse of course purposely avoided them, and that accounts for her slow progress. A second impediment was the task she had undertaken of carrying and distributing the mails along the north shore, where regular mail boats are never to be seen before the end of April. Everything taken into consideration, the La Presse expedition already may be pronounced a success, as it proves the practicability of winter navigation in the St. Lawrence gulf and river below Quebec, the more so on account of the cruise having been undertaken in Mar. which is, according to the best authorities, the worst month of the year. La Presse

spent two days investigating the St. Olaf's foundering on Seven Islands last fall, a foundering which caused the death of all on board.

Ontario and the Great Lakes.

A turtle deck is being placed on the C.P.R. Co.'s upper lake steamship Manitoba, now lying at Owen Sound.

W. Marlton, Goderich, is building two tugs, each 70 ft. in length, for the Dominion Fish Co., and has considerable repair work on hand at his shipyard.

A steamer to ply between Kingston and Valleyfield in the excursion trade, for the St. Lawrence Ferry Co., was launched at Kingston, Mar. 25. Her dimensions are: length, 112 ft., breadth, 21 ft., depth, 5 ft. 6 in.

L. Solomon and A. Small, manager of the Toronto opera house, have leased for one year all the properties of the Toronto Ferry Co. W. Galt has been retired from the management and has been succeeded by L. Solomon. A. Small will have charge of the attractions at Hanlan's point.

The Northern Navigation Co. of Ontario will not operate on Lake Superior this year, but will confine its boats to Lake Huron, with the exception of the City of Collingwood, which will run between Windsor, Sarnia, Port Arthur, Fort William and Duluth in conjunction with the steamers of the Northwest Transportation Co.

On page 122 are particulars of a steel passenger ferry boat being built by the Polson Iron Works, Toronto, for the Sault Ste. Marie Ferry Co., Sault Ste. Marie, Ont. The officers of this Co. are: President, F. Perry; Vice-president, G. Kemp; Secretary, R. D. Perry; Treasurer, W. Weaver; all of whom reside at Sault Ste. Marie, Mich.

The G.T.R. and the recently reorganized Port Huron and Duluth Co. has made an agreement to re-establish a line of steamships for packet, grain and freight traffic between Port Huron and Duluth at the opening of navigation. The G.T.R. is not financially interested in the steamship line, but it needs greater assistance in handling New England business.

The Montreal Transportation Co. is having built at Hamilton a steel barge, length, 206 ft., breadth, moulded, 40 ft., depth, moulded, 15 ft. 6 in. She has steel decks and sides and a steel frame throughout with 6 in. wood bottom for additional safety for canal traffic; wooden inner bottom; three masts; capacity about 65,000 bush. on 14 ft. draught; dead-weight about 360 tons.

The Canada Atlantic Transit Co. is having built in Toronto a sister steamer to the Ottawa which was built last year. She will probably be ready for launching in May. Like the Ottawa, she will be entirely of steel, even to her cabins. The principal dimensions are: length over all, 257 ft., beam, 43 ft., depth, 25 ft. 6 in. She will carry 70,000 bush. of grain on a canal draught of 14 ft. On the upper lakes, where she can load deeper, she will carry 105,000 bush.

It is stated that while the Michigan Central Rd. had not given up all hope of the passage of a bill authorizing the construction of a Detroit river bridge, it is all prepared, once the project is doomed, to give a contract for a mammoth ice-crushing car ferry, to cost about \$500,000 at least, and possibly more. The idea of President Ledyard, it is stated, is a steamer longer, wider and deeper than the Ste. Marie, to have side wheels, and a screw at the stern and at the bow. This will give her much greater power than has the famous Straits crusher, and will practically make her the most powerful craft of her kind in the world, far surpassing the big Russian crush-