

command the steamer now being built in Toronto for that Co. to run between Ottawa & Thurso.

It is expected that as a result of recent purchases of coal & iron properties in Newfoundland & Cape Breton, iron shipbuilding in the Maritime Provinces will soon be an accomplished fact. An endeavour is being made to start it in Halifax.

Amalgamation of the various local societies of marine engineers, under the name of the National Association of Canadian Marine Engineers, was decided on at a recent meeting in Toronto. It was decided to hold the first convention in Montreal as soon as possible after the close of navigation this year.

Application will shortly be made for the incorporation of the Richelieu River Navigation Co., with headquarters at St. John's, P.Q., & with a capital of \$25,000, which it is understood has been subscribed. We gave on page 55 of our last issue a description of a steamer which is being built for this Co. by the Polson ironworks, Toronto.

Probably the most notable vessel built during the past year in the shipyards of the Ohio and Mississippi rivers is the str. Kate Adams, for the Memphis & Arkansas City Packet Co. It is more than probable the construction of the Adams will mark a new era in shipbuilding on rivers. She is the first steel hull side-wheel packet boat built for passenger & freight service on the rivers. As strength has been sacrificed in large wooden steamers of the river type to secure lightness of draught, particular attention has been directed to the results obtained from the adoption of steel for this hull. When this boat went into commission with complete outfit on board, her draught was only 3 ft. 3 ins., whereas 2 boats having wooden hulls, built at the same yard, of the same general dimension, & exactly the same engine & boiler power, each showed under similar conditions a draught of 4 ft. 4 ins.—Marine Record.

In British Columbia Waters.

Capt. Ford is having a steamboat built at Lulu Island.

A. Ansberg is having a steamboat built at Vancouver for Fraser River salmon business. She will be 92 ft. long & cost about \$16,000.

Mackenzie Bros., Vancouver, are building another steamer of the type of their present vessels, the Fingal & Staffa.

The str. Alpha, brought round the Horn last year & used in the northern B.C. trade, is advertised for sale at Vancouver, B.C.

The C.P.R. tug Ymir will be launched as soon as the ice has broken up. When she is afloat the str. Nelson will be laid up for repairs & the Ymir will ply between Nelson & Kootenay Landing with the Co.'s freight barge.

R. P. Rithet & Co., in their last monthly report, say: "During the first part of the month

grain freights improved appreciably, but as foreign markets made no response, exports could do little business & rates have weakened again. The close, however, still shows some improvement on our previous quotations. Weather conditions being favorable owners are asking advanced rates for new crop loading, & 30s. is the last indication. The course of lumber freights has been steadily forward, & quotations have had to be marked up for every destination. Vessels continue so scarce as to justify an opinion that rates are likely to continue on a comparatively high level for some time to come."

Ontario and the Great Lakes.

The str. Alexandria is undergoing an extensive overhauling at Picton.

It is said R. O. & W. B. Mackay will take over the propeller Myles next season.

M. McInnis, of Meaford, is having a tug 60 ft. long, 13 ft. beam, 6 ft. deep, built at Owen Sound.

Capt. T. Donnelly, Kingston, has been appointed inspector for Lloyds, & will resign his position as Government steamboat inspector.

Maitland, Rixon & Co., Owen Sound, are having a tug built, to replace the burned Ainslie. She will be 93 ft long, 18 ft. beam & 10 ft. deep.

The statement recently published in a Niagara Falls paper to the effect that the Niagara Navigation Co. intends building another steamboat is without foundation.

W. J. Poupore, Ottawa, is having built at Kingston a steam launch 43 ft. long, 8 ft. beam, with a 6 x 6 high pressure engine, for use on the Ottawa River from Pembroke.

The owners of the steamers that rescued the schooners Melrose & Minnedosa on Lake Huron last fall, & took them to Alpena, are suing the Montreal Transportation Co. for \$13,000 salvage.

It is said the Hamilton Steamboat Co. is negotiating for the purchase of Oaklands, across Hamilton bay. If a deal is made the Co. proposes to build an hotel & a wharf & make other improvements.

Capt. Melancthon Simpson, formerly one of the best known of Lake Ontario captains, died in Toronto recently, aged 72. He was also a ship builder & a large number of the lake schooners were turned out under his superintendence.

Efforts are being made by people in the localities interested to get one or more good boats, carrying passengers & freight, to run between Windsor & Sault Ste. Marie, along the eastern shore of Lake Huron, calling at Sarnia, Bayfield, Goderich, Kincardine, Port Elgin & Southampton.

Capt. J. Malcolmson died Mar. 4, aged 83, at Hamilton, where he had lived for 60 years. In 1855 he sailed the John Hensen, in 1856 the

John Ray, in 1857 the brig Orkney Lass; from 1860 to 1868 the barque Malta and from 1868 to 1881 the schooner New Dominion. He had a wide reputation as a careful navigator, and in all the years of his sailing was never wrecked. He retired in 1881.

The Thousand Island Steamboat Co.'s steamers New York, Empire State, St. Lawrence, America, New Island Wanderer, Pierrepont & Jessie Bain are being overhauled. The business will be conducted on the same lines as last season. The New York & Empire State will run from Clayton to Montreal, & the America will connect with them from Kingston. It is expected that the improvements being made to these boats will increase their speed.

Capt. Craig, of Port Arthur, Ont., is contemplating a trip to Thunder Cape & probably to Isle Royale, at any rate for a distance toward the latter point, in order to ascertain the condition of the ice between the Cape & Island, for a firm of Buffalo vessel insurance agents who are desirous of inspecting the steamer Harlem, which was wrecked on the outer side of Isle Royale last fall. The wreck lies about 20 miles from Passage Island.—Marine Record.

The 14 ft. navigation through the St. Lawrence system of canals for 1899 is now regarded as an impossibility. The contractors who are unable to push the Galop rapids canal have laid the cause of delay before the government & have been granted an extension of time until the spring of 1900 to complete the work. The deep water steamboat line between upper lake & seaboard must transfer to barges at Kingston, Prescott & Ogdensburg as formerly.

A meeting of representatives of the shipyards on the great lakes was held in Cleveland, Ohio, recently, to discuss the proposed consolidation of shipyard interests. It is stated that the deal will undoubtedly be consummated, & that by the end of April the new organization will be in working order. Practically all the yards on the lakes will be in the combine. It is proposed to purchase outright the Wheeler yard at Bay City. The consolidation will involve millions of dollars invested in shipyard plants & put an end to competition in vessel-building on the lakes.

Ice has been giving the Windsor-Detroit car ferries a lot of trouble. One day recently a M.C.R. ferry attempted to cross the river with a passenger train on board. The powerful steamer made good headway until she got within a few feet of her slip on the Detroit side & then she stuck. The ice had anchored to the bottom. The other car ferries attempted to push her into the slip, but the combined efforts of the 3 steamers failed to get her any nearer. Cables were attached to the ferry & carried ashore, and 2 powerful locomotives were given the task of pulling her into the dock. The combined efforts of the ferries & locomotives finally succeeded in getting her in.

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