

of a steel shipbuilding plant in Halifax. Although the name of the firm concerned was not mentioned in the reports, it is said that it is Armstrong, Whitworth and Co., of Elswick, and Manchester, with which firm St. Percy Girouard, who has recently been visiting in Canada, in connection with a proposed shipbuilding plant, is connected.

The owners of the s.s. St. Pierre Miquelon, a French vessel, owned in St. Pierre, Miquelon, and formerly engaged in the mail service between the island and Canada, appealed to the Supreme Court, Oct. 16, against the judgment of the Nova Scotia courts, by which they were held responsible for the loss of the s.s. Renwick, which was sunk and lost off Egg island, near Halifax, Dec. 26, 1911. The judgment of the lower courts was upheld, and the St. Pierre Miquelon held solely responsible for the collision and subsequent loss.

The Boston and Yarmouth Steamship Co., which was recently incorporated to take over the Dominion Atlantic Ry. steamships, will enlarge the berthing capacity of the steamships Prince Arthur and Prince George, and will probably put into service next year the steamship Old Colony. A. E. Williams, heretofore agent, Dominion Atlantic Ry., Yarmouth, N.S., will continue to act as agent for the steamship company, and it is reported that J. Bent will be appointed wharfinger there, replacing J. B. Killam. The steamships Prince Arthur and Prince George have been transferred from the British to the Canadian register.

Plans and specifications for the new wharf at Carleton, N.B., for the Marine Department were recently completed, and tenders were to be received Nov. 1 for the carrying out of the work. The harbor face of the wharf is to be 445 ft. from Middle street, and there will be four cribs, one being 199 ft. long, and outside of this there will be an angle crib 74½ ft. on either leg, carrying the wharf to the harbor line and forming a little more than half the face. The other half will be an angle crib, 68 ft. long on either leg, making the wharf face a total length of 143 ft. The fourth crib forming the southern anchorage will be 100 ft. long.

The Dominion Coal Co. is reported to have decided to carry out considerable improvements in connection with its coaling plant at Halifax. The present sheds there are to be cleared away, and the latest appliances for handling coal to and from vessels are to be installed. Three towers are to be erected, of wood and steel, running on rails along the wharf, and each tower will be 90 ft. high and have a 65 ft. boom attached with a clam bucket arrangement with capacity of at least one ton of coal. With these towers working, it is estimated that 200 tons of coal can be taken from a vessel each hour, and 1,500 tons bunkered in 10 hours.

Province of Quebec Marine.

The Department of Naval Service recently received tenders for the erection of a wireless telegraph mast at Father point.

The chief of the Quebec fire brigade has recommended the purchase of a steamboat, equipped with fire fighting appliances, for use in the harbor and along the water front.

The Montreal Transportation Co.'s steamboat Windsor broke one of her wheels, and collided with a stone pier in the Lachine canal, while on the way to Montreal, Oct. 12.

The Montreal Harbor Commissioners recently offered for sale, the wreck of the steamboat Florida, which was burnt to the water's edge at Victoria pier, and abandoned, July 7.

Press reports from Quebec state that W. Price and J. B. E. Letellier of Quebec, and A. Gravel of Levis, have been appointed as the new Harbor Commission for Quebec, with the first named as chairman.

An order in council has been passed granting permission to re-register the s.s. Turret Bell, No. 104263, at the port of Quebec, all requirements having been complied with, and also changing its name to Kwasind.

The Quebec Harbor Commissioners received tenders, Oct. 21, for the construction of a 1,000,000 bush. capacity grain elevator with marine tower and shipping apparatus, on the Princess Louise embankment.

Traffic on the Lachine canal, which was interrupted, Sept. 24, by the carrying away of the gates of St. Gabriel lock, by the Canadian Lake Line steamboat Nevada, was resumed Sept. 26, on the completion of the work of replacing them.

It is announced that work will shortly be commenced on the enlargement of the G.T.R. elevator at Windmill point, Montreal harbor, by the addition of storage bins for a further 700,000 bush., giving it a total capacity of 1,700,000 bush.

A. Johnston, Deputy Minister of Marine, on his return from an inspection trip around the Magdalen islands, Anticosti, St. Pauls, and the north shore of the St. Lawrence, recently, is stated to have recommended a more modern light than is at present being used for buoys, range lights, etc.

The act creating a new harbor commission for Quebec, to consist of three members, displacing the former board of nine, came into effect, Oct. 13, by proclamation. The new board, according to local press reports, will consist of W. Price, chairman, J. B. E. Letellier and A. Gravel.

The Public Works Department, during November, will receive tenders for the construction of an extension to the wharves at Ste. Anne de la Pocaterie and Cap a l'Aigle; for extension to the pier at Kamouraska; for a wharf at Ste. Victoire, and for wharves and dredging at Rimouski, Que.

An Ottawa report of Oct. 12 states that as a result of the recent visit of cabinet ministers to Quebec the Government will undertake the construction of a dry dock there as an ordinary public work. It is said that if it is so undertaken, arrangements will be made with the shipping interests for its operation.

G. W. Stephens, Chairman, Montreal Harbor Commission, in an interview, is reported to have stated that he had nothing to say for publication on the subject. The resignation of the other two members of the commission, L. E. Geoffrion and C. C. Ballantyne, had previously been announced by the Minister of Marine.

The floating dry dock, Duke of Connaught, for the Canadian Vickers, Ltd., plant at Montreal, which arrived at Sydney, Oct. 22, and which was towed across the Atlantic by the two Dutch tugs Zwartee Zee and Roode Zee, was insured for the passage for £200,000. A complete description of the dry dock was given in Canadian Railway and Marine world for October.

A proposal to build a marine railway at Sorel, has been promised favorable consideration by the Minister of Public Works. In connection with the scheme, Sir Rodolphe Forget, President, Richelieu and Ontario Navigation Co., stated at Sorel, Oct. 2, that if the government would carry out the work, his company would pay the interest on the capital cost.

Canada Cement Transport, Ltd., has been incorporated under the Dominion Companies Act, with \$50,000 capital, and office in Mont-

real, to own and operate vessels, and carry on a general navigation and forwarding business. The incorporators are, W. J. Shaughnessy, C. G. Heward, A. Charters, Montreal; A. E. Woodworth and A. B. Wright, St. Lambert, Que.

The Shipping Federation of Canada, the Montreal board of trade and the chamber of commerce, are considering the question of arranging a meeting of representatives of the three bodies, with a view to making representations to the government, so that they may recommend a practical representative of the marine interests for the Harbor Commission, two members of which are retiring shortly. The two retiring members are L. E. Geoffrion and C. C. Ballantyne.

The number of permits for the passage of vessels through the Lachine canal, from the commencement of navigation this year to the end of September, was 4,665, against 4,319 for the same period 1911. The merchandise passing through, during September, included, wheat, 3,100,158 bush.; oats, 1,380,827 bush.; flour, 125,529 barrels; eggs, 2,066 cases; butter, 827 packages; cheese, 37,758 boxes, apples, 6,734 barrels. Increases over the figures for Sept., 1911, were shown in each case, that for wheat being approximately 50%.

Henri Menier, of Paris, France, who owns Anticosti island, in the Gulf of St. Lawrence, and who is carrying on extensive lumbering and fishing operations, is operating one steamship, Savoy, which he owns, and has three other steamships on time charter, viz.,—Norhilda, Querida and Thyra Menier. Four more steamships are to be chartered for next year. Shipments of pulpwood have also been made on a number of other vessels, including the Saskatoon, Renvoyle and Mapleton, the destinations having been lake ports as for Niagara Falls, N.Y., and on the Atlantic coast to Portland.

Ontario and the Great Lakes.

H. B. Smith, of Owen Sound, Ont., is reported to have been elected a director of the Richelieu & Ontario Navigation Co.

The Peoples Line steamboat Frontier, formerly Argyle, has been attached, at Toronto, for unpaid wages. The crew claim that their wages have been unpaid for two months.

Orders in council have been passed changing the names of the steamboats Active, and Marina, to Charlie Gale, and George A. Graham, respectively. The port of registry of the former is Amherstberg, and of the latter, Port Arthur.

Hon. F. Cochrane, Minister of Railways and Canals, inspected the proposed route of the new Welland canal, early in October, and is reported to have stated that as the plans had been passed, tenders would be called for very shortly.

The Great Lakes Dredging Co. is reported to have placed an order at Port Arthur, for the construction of a large ice breaking steam tug, about 20 ft. longer than the James Whalen, with a cement hull and powerful engines.

The steamboat Britannic, which went ashore at Weavers point, just below Morrisburg, Aug. 24, was released, Oct. 9, and taken to Prescott. She will probably be taken to Kingston later, for repairs. She is owned by H. McMorran, Port Huron, Mich.

The Dominion Public Works Department has awarded the contract for the dredging of about 95,000 cubic yards at Port Arthur and in the vicinity, to the Great Lakes Dredging Co. A considerable portion of the dredging will take place in the neighborhood of the dry dock.