

Marine Notes of Interest.

The S. S. Algonquin is being repaired at Toronto, under the supervision of Captains McMaugh & Crangle.

Mrs. Thomas Donnelly, wife of the Government Steamboat Inspector at Kingston, Ont., died suddenly Mar. 2, aged 40.

The Department of Public Works has asked tenders for constructing a wharf & approach at Honora Bay, Manitoulin Island, Ont.

Dr. R. S. McMunn, of Winnipeg, has been appointed ship-surgeon on the R. M. S. Warimoo, sailing between Vancouver & Australia.

Troop & Son, St. John, N.B., have placed an order in England for building a steel steamer, 300 ft. long, 45 ft. beam, to be named the Canada.

A steamboat is being built at Fort Frances, Ont., by Coates & Mosher to ply on Rainy Lake, between Mine Centre, Rainy Lake City and Bell City.

A. J. Corriveau, of Montreal, and others are making application to the Dominion Parliament to incorporate the Montreal & Lake Champlain Canal Co.

The Donnelly Dredging & Salvage Co., of Kingston, has ordered 2 new 10 in. centrifugal pumps from London, Eng., each having a capacity of 3,500 gallons a minute.

The Kingston, Ont., Locomotive Works recently launched a steel barge, the Coburg, 180 ft. long, 35 ft. beam, & to carry 50,000 bushels of grain on a draft of 11 ft.

The Dominion Government, in view of the greatly increased fleet now on the Pacific, is taking measures to ensure much more rigid inspection of ships sailing from B.C. ports.

Chief Engineer Black, last season in the Steamer Hamilton, has been transferred to the steamer now building for the Richelieu & Ontario Navigation Co., & is superintending the construction of the machinery.

The Hudson's Bay Co.'s business between Hudson's Bay & England is done by the Erik, which leaves London about the end of May & goes to Fort Churchill by way of the Labrador coast & Hudson's Straits, for the Co.'s business only.

The Propeller Persia has been acquired by W. A. Geddes of Toronto & Jacques of Montreal, Capt. Crangle & J. H. G. Hagarty, of Toronto, having sold their interest. The Persia, under command of Capt. Scott, will run on the Montreal-Toronto route with the Ocean.

The customs statistics at Fort William, Ont. for 1897 are: Total vessels, 429; tonnage, 557,179; bushels of wheat shipped, 16,711,226; oats, 215,805; barley, 11,959; flax, 96,376; flour, 83,078; barrels pulpwood, 714 tons; coal arrived, 138,134 tons; duty collected, \$97,666.77.

For several weeks rumors have been in circulation to the effect that the Ogdensburg & Chicago Transit Company boats would not run to Ogdensburg; but, instead, would run in connection with the Canada Atlantic Ry. It is now said the Transit boats will run to Ogdensburg this season as usual.

The North Shore Navigation Co.'s steamer City of Collingwood, & the Great Northern Transit Co.'s steamer Majestic, will form a line this season from Collingwood & Owen Sound, going via the north of Manitoulin Island to Sault Ste. Marie, Port Arthur, Fort William, Duluth & intermediate ports.

The C.P.R. Co. has purchased the Troup wharf & warehouses at Wrangel, Alaska, for \$12,000. The wharf is to be extended to 600 ft. in length, with a width of 60 ft., & necessary shed accommodation is to be built in connection with the C.P.R. boats to Telegraph Creek. Wrangel is reported to be a lively place, & buildings bring fancy prices.

The tug being built by Capt. Angus Campbell Elliot & Hale at Nelson, B. C., will be completed about the middle of March. It is 80 ft. long, 14 ft. beam with 6½ ft. draft of water. The machinery is now on the road from Ontario, & when completed the tug will be one of the best boats of its kind on the inland waters of B.C. It will be used for towing on Kootenay Lake.

The steamer Rosedale, which ran ashore, & is now in drydock at Kingston, Ont., has been sold by the underwriters to the Edwardsburg Starch Co. of Cardinal. There were several tenders put in for the steamer, the former owners, Hagarty & Crangle, of Toronto, making an offer. The Rosedale will be repaired at once & will be again sailed this season by Capt. Ewart.

The steamer Filgate, running between Montreal & L'Isle Grosbois, & the steamer Chateauguay, running between Chateauguay & Lachine were put up at auction in Montreal, Feb. 15, the Filgate being placed on the list at a valuation of \$25,000 & the Chateauguay at \$22,000. The Filgate fell to R. Gagnon for \$8,500 & the Chateauguay was bid in by Mr. Rodier at the same figure.

The steamer Shrewsbury has been purchased by the Thousand Island Steamboat Co. from Buffalo parties. She is a very fine & fast steamer, classing A1, built at Bath, Maine, in 1888, at a cost of \$85,000, & will be an important addition to the Folger system. She is a little larger than the steamer Empire State, having a carrying capacity of 1,200 passengers. She will be one of the American Line between Kingston & Montreal this season.

A Collingwood correspondent inquires of the Marine Record. "What steamer on the lakes has the deepest water bottom? Has the Centurion 72 ins. of a water bottom?" The Record replies: "The deepest water bottom on the lakes is found in the new steel steamer building for the Bessemer Steamship Co. at West Bay City, Mich., which is 72 ins. The tow barge, building for the same owners, has a water bottom of 5½ ft., all others range from 30 to 60 ins., the Centurion having only a 54 in. water bottom."

A Kingston, Ont. despatch says the red light at Snake Island is not in a satisfactory

position & the Department of Marine will have it shifted from its present location. For some hundred feet east & southeast of Four Mile Light runs a bed of flat rock, not covered with sufficient water to allow heavily laden boats to pass over it. Another local improvement to be instituted by the Department is the buoying of the old ship channel.

The movement to establish a car ferry line between Port Stanley, Ont., & Conneaut Harbor, Ohio, has assumed definite shape. Docks will be constructed at Port Burwell, Ont. Hingston & Woods, of Buffalo, have received the contract for dredging. It is said this ferry line will enable the Michigan Central & Canadian Pacific, principally the Vanderbilt line, to compete with the Grand Trunk for the coal business. The Bessemer road is back of it, too.

The Tunisian is the name of the Allan Line's latest new boat. She is now upon the stocks, & is expected to be ready by April, 1899. She will be the largest vessel which has ever entered the port at Montreal. Registered tonnage 10,000 tons, length 510 ft., beam 59½ ft. She is to be a modern boat in every respect, with magnificent passenger accommodation, and enormous carrying capacity. Her speed will be about 16 knots. The other new Allan liner, the Castilian, will reach Montreal, on her 1st trip, about the middle of next July.

The C.P.R. steamer Kootenay, while making a landing at Robson, B.C., recently ran into a submerged rock in the middle of the river & stove a hole in her hull, which is believed to be 18 in. square. Had it not been for the fact that the steamer is provided with air-tight compartments it is certain that she would have sunk. The boat was moored safely & all on board landed without accident. There was about 4 ft. of water in the compartment in which the hole was located. It may be necessary to put the steamer on the dry dock for repairs.

On what is known as the Edmonton route to the Yukon, The Hudson's Bay Co. has a steamboat, the Athabasca, plying on the Athabasca River, between Athabasca Landing, about 100 miles north of Edmonton, Alberta, & the Grand Rapids, from which point freight has to be transferred in boats to Fort McMurray. From this point the steamboat Grahame runs to Fort Smith on the Slave River, where a transfer is made to the Wrigley, a screw steamer which goes across Great Slave Lake, & down the Mackenzie River to its mouth, a distance of about 1,300 miles. These steamboats are used for the business of the Hudson's Bay Co., & the Co. does not undertake to carry passengers & freight on them.

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