

have decided that, owing to physical conditions, the port must be developed along lines closely following those adopted at European ports, rather than such as have been followed in the U. S.

Navigation in Montreal harbor was officially opened Apr. 11, thus establishing a record for the shortness of the closed season, which dated from Jan. 3. The latest date on which navigation has been closed, prior to the one mentioned, was Jan. 1, 1912, and the previous earliest date for the opening was Mar. 30, in 1879.

The Minister of Marine introduced a bill in the House of Commons, Mar. 31, as an amendment to the Quebec Harbor Commissioners Act of 1889, to remove any doubt as to the right of the Commission to perform shunting operations at the harbor. The bill is similar to that enacted for the Montreal Harbor Commission in 1909.

The Postmaster General recently announced that a contract had been awarded for the construction in Glasgow, Scotland, of a powerful ice breaking car ferry steamboat, to connect the sections of the National Transcontinental Ry., on the north and south shores of the St. Lawrence, until the completion of the Quebec Bridge. The contract price is stated to be \$558,000. Full particulars of the vessel are given on another page of this issue.

The Sincennes-McNaughton Line's steam tug *Adolphe V. Roy* was launched at Sorel, Apr. 5. Her dimensions are: length 105 ft., breadth 21 ft., depth 9 ft., with $6\frac{1}{2}$ ft. draught, when loaded. She is equipped with fore and aft compound engines, with cylinders 13 and 26 ins. diam., by 18 ins. stroke, giving her a speed of about 12 knots an hour.

The River Lievre Navigation Co., Ltd., has been incorporated under the Dominion Companies Act, with \$50,000 capital, and office at Buckingham, Que., to own and operate steam and other vessels, and to conduct a general navigation and land transport business. The incorporators are G. Bothwell, G. N. Bothwell, A. MacLaren, A. O. Anderson and R. MacL. Kenny, Buckingham, Que.

The bill which the Minister of Marine has introduced into the House of Commons, as an amendment to the Quebec Harbor Commissioners Act, repeals par. c., subsection 2, sec. 22, of the 1899 Act, and more clearly defines the Commission's powers as to the operating of railway tracks in the harbor, by it, and especially regarding the operation of switching locomotives. A similar amendment was made to the Montreal Harbor Commissioners Act in 1909.

In the House of Commons, Apr. 7, the acting Minister of Trade and Commerce stated that the Government has a contract with the Campbellton and Gaspé Steamship Co. of Fraserville, extending to the close of navigation 1915, for a service between Campbellton, N.B., and Gaspé, Que., for which an annual subsidy of \$20,000 is paid. The contract provides for the Government control of rates for passengers and freight. The s.s. *Canada* performs the service.

The Minister of Marine recently introduced into the House of Commons, a bill providing that the Government may from time to time make advances, not exceeding \$3,500,000 in the aggregate, to the Quebec Harbor Commission, for the construction of such terminal facilities as are necessary for the proper equipment of the port. Provision is also made for the deposit of the city debentures to the value of the advances made, repayable in 25 years with interest at $3\frac{1}{2}\%$.

The Montreal Transportation Co.'s electrically propelled vessel *Tynemount*, the first seagoing vessel of this type, was launched at Middlesbrough, Eng., recently. She is 250 ft. long, $42\frac{1}{2}$ ft. wide, and 19 ft. deep, and about 2,400 tons. The propeller is driven by electric motor, power for which is obtained from two Diesel type engines. A full description of this vessel and its arrangement of machinery was given in Canadian Railway and Marine World for Nov., 1912.

The Cabotia Steamship Co., Ltd., has been incorporated under the Dominion Companies Act, with \$50,000 capital, and office at Montreal, to own and operate steam and other vessels, and to carry on a general navigation, warehousing and transportation business. The incorporators are: C. A. Pope, G. Barclay, W. B. Scott, R. E. Moyses and A. A. Wanklyn, Montreal. The s.s. *Hiawatha* has recently been acquired from the Receivers of the Gilchrist Transportation Co., Cleveland, Ohio, and she has been transferred to the Canadian register under the name of *Cabotia*. She was built in 1880, and is equipped with fore and aft compound engines of 700 i.h.p., supplied with steam by a Scotch boiler 12 by $12\frac{1}{2}$ ft. at a pressure of 125 lbs. Her dimensions are: length 234 ft., breadth 36 ft., depth 20 ft., tonnage, 1,398 gross, 1,159 register.

Ontario and the Great Lakes.

The Welland Canal was officially opened for traffic for the season, Apr. 15.

The Governor General in Council has approved the regulations for the ferry across the Niagara River between Queenston, Ont., and Lewiston, N.Y.

The name of the steamboat *Robert Girdwood Allan Weaver*, registered at Toronto, has been changed by order in council to *R. G. A. Weaver*.

Forwarders, Ltd., Kingston, which owns the steamboat *Port Colborne*, is adding another vessel to its service, which it is hoped to have ready for June, and which will be named *W. H. Dwyer*.

Dredging was commenced in Hamilton Bay, Apr. 12. This is a portion of the general improvement works there which the Government has undertaken, and for which appropriations have been made.

The Toronto Harbor Commission will shortly issue bonds amounting to \$1,000,000, guaranteed by the city, for reclamation work at Ashbridges Bay and the general improvement of the factory district. The Commission has power to issue bonds for \$12,000,000.

A press dispatch from Kenora, Apr. 13, stated that the Dominion Government had decided to comply with the request of that town for the construction of a lock and dam at Ash Rapids. It is said that a survey will be made as soon as possible, and estimates submitted.

The Lake Carriers' Association, the U.S. organization controlling vessels on the Great Lakes, has decided to continue the wage scale in force in 1912, and to adopt the three watch system for firemen on all vessels owned by members. This system was in vogue on some of the vessels last season and proved a success.

The Northern Navigation Co.'s new vessel is to be launched at Port Arthur, May 24. Though the name has not been definitely decided on, it is probable that it will be *Noronic*, a combination of the chief letters of the names, Northern Navigation

Co., Richelieu and Ontario Navigation Co., and Inland Co.

The Imperial Oil Co., Sarnia, Ont., has transferred its steamships *Imperial* and *Iocoma*, from the British to the Canadian register. They were built at Wellington Quay, Eng., and Dundee, Scotland, in 1898 and 1912, respectively, the former being 796 gross tons, and the latter, 1,669 gross tons.

Canadian owners of vessels on the Great Lakes have secured more favorable rates for marine insurance, owing to the Canadian Lake Protective Association's efforts. The underwriters have agreed on a $4\frac{1}{4}\%$ rate for the upper lakes, $5\frac{1}{4}\%$ to Ogdensburg, N.Y., and $6\frac{1}{4}\%$ to Montreal for fleets with approved records.

Canada Interlake Line, Ltd., which recently acquired the steamships *Kenora*, *Regina* and *Tagona*, from the Canadian Lakes Transportation Co., has transferred them from the British register to the Canadian register. The three are sister vessels, and were built at Dumbarton, Scotland, the first two in 1907, and the last, in 1908.

Navigation opened on Lake Ontario, Apr. 1, when the Richelieu and Ontario Navigation Co.'s s.s. *Macassa* left Toronto for Hamilton. The first vessel to enter Toronto harbor, from an outside port, the captain thus winning the silk hat awarded by the harbor master, was the *Niagara*, St. Catharines and Toronto Navigation Co.'s s.s. *Dalhousie City*, which arrived Apr. 2.

The Toronto Harbor Commission announced recently that contracts will be awarded during May, for the construction of a breakwater in connection with the general scheme of waterfront improvements. A. C. Lewis, Secretary, is reported to have stated that plans were well under way, and it was anticipated that a considerable portion of the work would be done this season.

It is reported that Jas. Whalen, Port Arthur, has acquired the ice breaking steamboat *St. Ignace*, from U.S. owners. This vessel has been in use in Lake Michigan for some years, and has been successfully used for ice breaking purposes. She has been taken to Sault Ste. Marie, and equipped with wireless telegraphy, and will be employed in Thunder Bay during the winter months.

The steamboat *Jessie Bain*, owned by the Richelieu and Ontario Navigation Co., and recently acquired in the taking over of the Thousand Island Steamboat Co., has been sold to Capt. Hanelin and Brunelle, Champlain, Que. She was built at Clayton, N. Y., in 1888, and is screw driven by engine of 14 n.h.p. Her dimensions are: length 70.8 ft., breadth 14.8 ft., depth 5 ft.; tonnage, 67 gross, 41 register.

The steamships *Saturn* and *Uranus*, recently bought from the receivers of the Gilchrist Transportation Co., Cleveland, O., by the Algoma Central Steamship Line, as mentioned in a previous issue, have been transferred to the Canadian register and renamed *Frater* and *Franz*, after the Vice President of the company, J. Frater Taylor, and the Vice President and General Manager, W. C. Franz, respectively.

The Ojibway and Detroit Ferry Co., Ltd., has been incorporated under the Dominion Companies Act, with \$500,000 capital, and office at Sandwich, Ont., to operate a ferry between Sandwich, Ont., and Detroit, Mich., and in connection therewith, to own and operate steam and other vessels, wharves, docks, piers, etc. The incorporators are: R. J. McRae, L. H. Coombes, A. U. Gulliford, T. H. Kilgore and M. Gordon, Toronto.