

C. G. Heward and A. E. Woodworth, Montreal.

The ratepayers of Sydney, N.S., will vote on June 3 on the proposal to grant a bonus of \$1,000,000 to the British Canadian Shipbuilding Co., for the construction of a dry dock and shipbuilding plant there. It is proposed to pay the bonus in four equal instalments, the first payable on the completion of the work, and the last about 1930. The plant is to be assessed for taxes at \$500,000 for 10 years, and the company will have to finance the necessary sewer and street extension up to \$500,000, accepting the city's 50 year bonds in payment. Sir Henry M. Pellatt, Toronto, is interested in the company.

The Reid Newfoundland Co.'s s.s. Bruce, recently built in Great Britain, to replace the vessel of the same name, wrecked last year, is considerably larger than the older vessel, and has more power as an ice breaker. She is 1,600 tons gross and 663 tons register, and has accommodation for 70 first class and 200 second class passengers. Her dimensions are—length 250 ft., breadth 36 ft. The company will establish, June 3, a daily service between Port aux Basques and North Sydney, N.S., the steamships Bruce and Invermore leaving Port aux Basques daily except Saturdays, and North Sydney daily except Sundays. Two other steamships are under construction, one of which will replace the s.s. Invermore on the Cabot Strait, and the other will be operated in the St. John's to Labrador service.

Province of Quebec Marine.

An order in council has been passed confirming the Montreal Harbor Commissioners' amendments to bylaws regarding tariffs of grain and storage, and for handling cars.

The Sincennes McNaughton Co.'s tug Nathalie R. was launched at Sorel recently. A similar tug is under construction at Sorel for the same company, and a third is being built in Scotland. The last mentioned is to be named Aurelie G., and will cross the ocean under her own steam some time in June.

The Dominion Government ice-breaking steamboat, Bellechasse, for service in the lower St. Lawrence, was launched at Kingston, Ont., May 15. Her dimensions are, length 142 ft., breadth 27 ft., depth 13½ ft. She was christened by Mrs. E. Grimason, aged 90, who was presented with a loving cup by the builders. C. S. Duguid represented the Department of Marine, Ottawa.

The floating dry dock which is being built in England for Canadian Vickers, Ltd., and which is to be located at Maisonneuve, Montreal, is rapidly approaching completion. It will be capable of docking vessels up to 700 ft. long and 100 ft. wide, with a gross tonnage of 25,000 tons. The site for the dock is being prepared by the Montreal Harbor Commission.

The Montreal Harbor Commission announces plans for improvements to the western end of the harbor as follows:—Concrete pier 1,200 ft. long opposite the offices; removal of the entrances to the Lachine canal to west of Windmill point; construction of a concrete wharf in basin no. 1, deepening of the basin, and lengthening King Edward, Alexandra and Jacques Cartier piers by 300 ft.

The Quebec Harbor Commission, at a meeting, May 6, decided to proceed with the preparation for the construction of an elevator of 1,000,000 bush. capacity, with links so that it can be increased to 2,000,000 bush. capacity. The structure will be of concrete and steel, and arrangements were made to commence the foundation work on or about May

20. Plans for the two piers to be built in addition to the Louise embankment in line with the breakwater extension from the main pier to the centre of St. Charles River, were also discussed, and the necessary dredging was ordered to be commenced.

The shipbuilding and repairing plant which has been operated at Levis by G. T. Davie and Sons for some years has been sold to the Quebec Wrecking and Salvage Co., Ltd., in which it is said A. A. Allan, of the Allan Line, and F. L. Wanklyn, General Executive Assistant, C.P.R., are chiefly interested. The plant, which has not been successful for the past three years, received a subsidy of \$10,000 a year from the Dominion Government, and on representations being made to the Government recently, it is stated that a promise was made that the amount would be increased to \$25,000 annually.

Ontario and the Great Lakes.

The steamboat Turret Crown will shortly be docked at Port Arthur, where she will have two new boilers 14 ft. diam. by 11 ft. long installed.

A press report from London, Ont., states that the steamboat Forest City, which was operated last year between Port Stanley and Cleveland, Ohio, has been sold to Fort William parties.

The Western Steamship Co. has appointed R. G. Bassett, captain, and A. M. MacInnes, chief engineer, of its steamboat J. A. McKee; and G. H. Playter, captain, and J. G. McHattie, chief engineer, of its steamboat Wexford, for the current season.

The Merchants Mutual Line Steamboat A. E. Ames, in leaving Hamilton harbor, May 16, struck the G.T.R. swing bridge, causing considerable damage to the bridge and necessitating it being kept closed a short time until repairs could be executed. The vessel was not damaged and proceeded on her route.

Canadian Interlake Line, Ltd., the incorporation of which, under the Dominion Companies Act, we noticed in our last issue, has been licensed to carry on business in Ontario, provided that no larger amount of capital stock than \$2,000,000 be used in the province. J. W. Norcross, Toronto, is the company's attorney.

Montreal press reports stated recently

that negotiations were in progress for the Richelieu and Ontario Navigation Co. to obtain a controlling interest in the St. Lawrence and Chicago Steam Navigation Co. W. Wainwright, Vice President, R. and O.N. Co., stated, May 7, that there was nothing to be made public.

E. C. Miller, heretofore City Passenger and Ticket Agent, Northern Navigation Co., Sault Ste. Marie, Ont., has been appointed District Freight and Passenger Agent, same company, with office at Sault Ste. Marie, Ont. His territory covers North Bay to Sault Ste. Marie, Ont., including Sault Ste. Marie, Mich., Georgian Bay, Manitoulin Island and Mackinac Island.

The Belle Isle Park Co., Ltd., Ottawa, has purchased the steamboat Quinte Queen, for operation between Ottawa and Kettle Island, where the company's amusement park is situated. The Quinte Queen was built at Valleyfield, Que., in 1902, and is screw driven by engine of 13 n.h.p. Her dimensions are—length, 99.5 ft.; breadth, 20.9 ft.; depth, 4.7 ft.; tonnage, 203 gross, 143 register.

It is stated that the charges recently brought against employes of the Great Lake Towing Co., in connection with the alleged theft of cargo from the steamboat Wissahickon, which was wrecked on Duck Island in Lake Huron in Dec., 1909, for the salvage of which the company had the contract, have been dropped, and that settlement of all claims on either side has been made.

The Otonabee Navigation Co.'s steamboat Otonabee is reported to have been sold to H. D. Jamieson, Barrie, on behalf of a syndicate controlling summer hotels there. The price paid is stated as \$12,000. The Otonabee was built at Peterboro in 1907, and is screw driven by engine of 21 n.h.p. Her dimensions are—length 111.2 ft., breadth 24 ft., depth 5½ ft., tonnage 136 gross, 87 register.

The arrangement for the absorption of the Niagara Navigation Co. by the Richelieu and Ontario Navigation Co., of which full particulars were given in our last issue, will be carried out, as over 93% of the N.N. Co.'s stock is reported to have already been transferred by shareholders, a number of shareholders taking cash instead of R. and O.N. Co. stock for their holdings. It is said that the long drawn out negotiations for the acquirement of the Inland Lines, Ltd., by the R. and O.N. Co. are about completed and that that deal will also go through.

Sault Ste. Marie Canals Traffic.

The following commerce passed through the Sault Ste. Marie Canals during April, 1912:

ARTICLES	CANADIAN CANAL	U. S. CANAL	TOTAL
Copper.....Eastbound.....Short tons	1,740		1,740
Grain.....".....Bushels	1,158,299		1,158,299
Building stone.....".....Short tons	32		32
Flour.....".....Barrels	45,060	75,820	120,880
Iron ore.....".....Short tons	32,816		32,816
Pig iron....."....."			
Lumber.....".....M. ft. b.m.	277		277
Silver ore.....".....Short tons			
Wheat.....".....Bushels	757,842	165,628	923,470
General merchandise.....".....Short tons	2,112		2,112
Passengers.....".....Number	40		40
Coal, hard.....Westbound.....Short tons	22,400	24,379	46,779
Coal, soft....."....."			
Flour.....".....Barrels			
Grain.....".....Bushels			
Manufactured iron.....".....Short tons		12,739	12,739
Iron ore....."....."			
Salt.....".....Barrels			
General merchandise.....".....Short tons	33	10,273	10,306
Passengers.....".....Number	33		33
Summary.			
Vessel passages.....Number	30	102	132
Registered tonnage.....Net	52,955	146,974	199,929
Freight—Eastbound.....Short tons	29,536	67,558	97,094
—Westbound....."	22,433	47,391	69,824
Total freight....."	51,969	114,949	166,918

Both canals opened April 24.