

will be let as soon as the specifications are completed.

The tug Lord Stanley, purchased by the Dominion Government for the hydrographic survey of Lake Superior, has been fitted for her new work, and is located in Thunder bay. She has been renamed the Bayfield; and is in command of Capt. W. O. Zealand, late of the Algoma Central Ry. Co.'s steamer Monks-haven.

The Canadian Lake and Ocean Navigation Co. (Ltd.) has been licensed as an extra Provincial company under the Ontario Companies' Act, F. Plummer, of Toronto, being named its attorney. The company is authorized to carry on the business of a "shipbuilding, engineering, navigation, transportation and terminal company."

The screw str. City of New York has been sold by the estate of Capt. T. Currie, Port Huron, to Geo. Wilkinson, of Sarnia. The City of New York was built in 1863, and has the following dimensions: length, 136 ft.; breadth, 27 ft.; tonnage—gross, 301; net, 209 tons. The engines are high pressure, 24 by 36; firebox boiler, 16 by 10; built in Cleveland.

The J. H. Plummer, H. M. Pellatt and A. E. Ames, the three steamers built in Great Britain for the Canadian Lake and Ocean Navigation Co., reached Canadian waters early in June, from Antwerp, where they took on cargoes of steel rails for the Canadian Northern Ry. for Port Arthur, Ont. They are the first vessels that ever discharged there without breaking bulk after crossing the Atlantic.

The str. White Star, running between Toronto and Oakville, Ont., is undergoing extensive repairs at the Polson Iron Works, Toronto. On June 2, while off Bronte, the rod that connects the walking beam and the cylinders snapped and did a good deal of damage before the engines could be stopped. The Oakville Navigation Co. chartered the str. Niagara to take the place of the White Star while repairs are being made.

The Lake Superior Dry Dock Co. (Ltd.) has been incorporated under the Ontario Companies' Act to construct dry docks in Ontario, or to acquire docks and railway tracks and switches, etc., and to generate and transmit steam and other power. The capital is \$1,000,000, the offices to be in Toronto. The incorporators are R. H. Paterson, G. H. Hunter, T. Reid, R. G. Agnew, W. G. Francis, E. M. Gardiner and S. C. Wood.

J. A. Cuttle, General Manager of the Montreal Transportation Co., recently reported to the Minister of Marine that up to May 30 his company has carried 1,900,000 bush. of grain from Kingston to Montreal, an increase of 1,400,000 bush. compared with the same period of 1902. He attributes the increase to the removal of the canal tolls, which has enabled vessels to run right through to Kingston, instead of discharging at points on the upper lakes.

The Canadian and the U.S. canals at Sault Ste. Marie were open for vessels for some days in April, and 1,651,839 tons of freight passed through against 2,399,234 in April, 1902. In May the total freight passing through the canals was 4,551,270 tons against 4,084,397 in May, 1902. The figures for the Canadian canals are:

	1903.	1902.
April.....	1,59,763 tons	190,926 tons
May.....	636,747 "	341,262 "
Total.....	796,510 tons	532,188 tons

The str. Westmount, one of the new steamers built in England for the Montreal Transportation Co., has reached Montreal on her way from Antwerp to Fort William, Ont., with a cargo of steel rails. The Westmount has the following dimensions: length over all, 254 ft. 6 in.; breadth, 42 ft.; moulded depth,

23 ft. She is fitted with triple expansion engines, 21 in., 35 in. and 58 in. cylinders, with a 39-in. stroke, to which steam is supplied by two single ended boilers, 13 ft. 9 in. diameter by 10 ft. 3 in. long, at a pressure of 180 lbs.

The str. Empire State, owned by the Thousand Islands Steamboat Co., was burned to the water's-edge at Kingston, Ont., June 6. She will be a total loss, but this loss has not been definitely figured out, though it is fully covered by insurance. The Empire State is a screw steamer, built in 1862 at New York, and was originally known as the Sylvan Stream. Her dimensions are: length, 157 ft.; breadth, 27 ft.; depth, 8 ft.; gross tonnage, 379 tons. She is fitted with beam condensing engines 40 by 96, gunboat boiler, 7 2-3 by 30.

The St. Joseph Transportation Co. is the title under which J. T. R. Laurendeau, of Montreal; G. P. Magann, of Toronto; L. G. Routhier, T. G. Coursolles, J. White, of Ottawa; W. W. Beverly, F. Belanger, of New York city, and O. Cabana, Jr., of Buffalo, are applying for incorporation at the current session of the Dominion Parliament. The company proposes to construct a canal from St. Joseph, on the eastern shore of Lake Huron, to near Port Stanley, on Lake Erie. The capital is fixed at \$10,000,000, and the head offices are to be in Montreal.

The Polson Iron Works, Toronto, has added very considerably to its accommodation at its shipbuilding yard and has put in a lot of new machinery. One of the principal pieces of machinery on the shipyard is an electric travelling gantry crane. The rails are 70 ft. apart and extend for about 500 ft., so that the steel work for two or three boats under construction at the same time may be readily delivered at the proper place. The boom is 120 ft. long and is about 60 ft. from the ground. The electrical equipment consists of two 25-h.p. and one 5-h.p. multipolar, type motors in weather-proof casings, together with the usual reversible controllers, trolley fittings, etc. A motor has been installed for the reversible hoist for operating the sheer legs used for placing machinery in vessels and for other purposes.

The Canadian Transportation and Storage Co. is seeking incorporation at the current session of the Dominion Parliament, with a capital of \$2,000,000, and power to increase it to \$5,000,000, and head offices in Toronto. The objects of the company are to carry on a general navigation business in Canada and abroad; to own wharves, elevators, warehouses, etc.; to aid in the construction of terminal facilities; to own lighters; to engage in wrecking and salvage operations; to acquire and operate electric tramways not exceeding 5 miles in length in any one case, as may be required for its business, and to acquire similar businesses. The applicants are: F. Nicholls, W. Mackenzie, H. M. Pellatt, A. Augstrom, Toronto; A. Campbell, Toronto Jct.; D. McGillivray, De W. Carter, Port Colborne, Ont.

The Canadian Lake and Ocean Navigation Co. has elected J. H. Plummer, President in place of A. E. Ames, resigned, and has appointed B. W. Folger, Snr., its General Manager. The company has seven steamers on the Great Lakes—Turret Chief, Turret Crown, Turret Cape, and Turret Court, J. H. Plummer, H. M. Pellatt, and A. E. Ames. Of these the first four were operated in 1902, and the other three were built in Great Britain during the winter. These three steamers it is intended to operate between Montreal and Port Arthur, Ont., carrying package freight, as well as grain in bulk, while the four turret type steamers will be operated as grain carriers between the upper lakes and Kingston. In connection with the Montreal-Port Arthur route, negotiations are in progress between the officials of the company and representa-

tives of the Canadian Northern Ry. on the one hand, and the officials of the Toronto city council on the other, with a view of securing wharf accommodation, so that Toronto may be made a port of call for the company's steamers. In connection with these steamers on the inland waters, the steamers Toronto and Aboukir, at present trading between Montreal and Antwerp, are managed by interests identified with the C.L. and O.N. Co., so that through routes on freight may be quoted between the northwest and Europe.

### Manitoba and the Northwest Territories.

H. H. Ross has built a steamer at Medicine Hat, Assa., for trading on the North Saskatchewan river. The Prince Albert Board of Trade desires him to make his headquarters in that town.

The Winnipeg city council has protested to the Dominion Government against the approval of the plans of the projected C.P.R. bridge across the Assiniboine river at St. James unless a swing span is put in.

Oldfield & Gardner, of Winnipeg, are reported to have decided to construct a harbor at Winnipeg Beach, Man., with a view of running steamers there from Selkirk, and from Winnipeg on the completion of the St. Andrews locks.

The str. Alexandria, which is 120 ft. long, and draws 4 ft. of water, reached Portage la Prairie, Man., from Winnipeg, June 11. The trip was made at the instance of the Dominion Government for the purpose of taking soundings, and investigating the possibilities of the navigation of the Assiniboine river from Winnipeg. It is stated that it is 22 years since a steamer reached Portage la Prairie from Winnipeg. The distance between the two points by the river is about 200 miles, and this is reported to be easily navigable, with the exception of a section at St. James' rapids, and one or two other points, where the channel could be straightened and other improvements made. The farmers along the river are reported to be in favor of the river being rendered navigable. The investigations will be proceeded with on the river as far as Brandon.

### B.C. and Pacific Coast Shipping.

The str. Victorian has been placed in service as a car ferry between Victoria and Port Guichon by the Victoria Terminal Ry. and Ferry Co.

The first steamers from Whitehorse reached Dawson, Yukon, June 7, but steamers from Lake Laberge had reached Dawson a week previously.

The C.P.R. has purchased four lots on the water front at Victoria, with a view of providing additional wharf accommodation for its B.C. coast steamships.

The North Vancouver town council has granted a lease of the ferry privileges to the company promoted by Mr. Hamersly. It is proposed to improve the service.

The launch of the steam launch Beryl for the British Admiralty, took place at Victoria, B.C., and not Vancouver, B.C., as stated in our last issue. A sister launch is under construction at the same yard.

The Kinross Co. (Ltd.) has been incorporated under the B.C. Companies' Act, with a capital of \$44,000, to acquire the iron ship Kinross, of Liverpool, and to carry on a general shipping and navigation business. The Kinross was built at Liverpool, Eng., in 1877, is 242 ft. long, 37 ft. beam, 24.7 depth of hold and 1,399 tons register.

H. A. Alley, Australian press reports state, is endeavoring to arrange for the establish-