

60 cars per day, or only sufficient to take what two of the Canadian steamers, viz., W. D. Matthews and Midland King, can deliver weekly. If this state of affairs is to be permitted to continue, then the balance of Canadian shipping must either tie up, go into other business or submit to long delays at elevator lake ports, waiting their turn to be unloaded at the will and pleasure of the railways.

"I maintain that no railway company chartered for the general advantage of Canada has the right, because it will not construct more cars and engines than it can pay for out of its current earnings, to tie up the commerce of a country in the manner indicated, while it hauls from Chicago to U.S. seaports many times the tonnage it refuses to haul for Canadian citizens. If the railways claim they are doing all they should be required to do in moving only 100,000 bush., or equal to 100 cars per day from Depot Harbor (including U.S. grain), and thereby practically cutting the earning power of vessels in two by delays in unloading, it follows that they can at their discretion reduce that to 10,000 bush. or 10 cars per day, and utterly destroy the earning power of vessels which cannot go through the canals, and as a natural consequence utterly paralyze the movement of grain from the Northwest.

"As an indication of the loss to which vessel-owners are subjected by the failure of railways to provide cars at elevators I would say that the delay has caused the steamship Tadousac to lose one trip this month. This means a direct loss to me, by reason of the reduction of steamers earnings, amounting to \$3,000. Estimating the loss to other vessel owners trading to the Georgian Bay on this basis, it will approximate a total of \$25,000 for the month of October, a sum sufficient (in one month) to pay 2½% on the value of all the rolling stock required to promptly move from the Georgian Bay to Montreal all the grain brought down to the bay during the season of navigation.

"If the G.T.R. is desirous of relieving the situation and assisting in the movement of the Canadian crop in preference, I would respectfully suggest as a means to that end that it withdraw from handling by its own boats this U.S. traffic received at Depot Harbor or other elevator lake ports destined to seaboard ports in the U.S., until it has first taken care of freight originating in Canada. This would leave a far greater proportion of their cars available for the movement of purely Canadian traffic; or, if this is not sufficient, a portion of the rolling stock now occupied in hauling traffic from Chicago to Portland might be diverted to Canadian business. If the G.T.R. would handle from Midland the same quantity as it is taking from Depot Harbor the pressure would be greatly relieved, and before navigation closes each boat could even yet move five or six cargoes via Canadian routes instead of being restricted to two or three, as they will undoubtedly be with the facilities at present afforded, and forced to let the balance of the Northwest grain crop move from Fort William to Buffalo or other ports in U.S. vessels.

"By the Railway Act, 1903, sections 214 and 253, the railways appear to be required to furnish adequate and reasonable facilities for the receiving and forwarding of this grain traffic, and I would respectfully request your Board, by the powers vested in it by secs. 23, 24 and 32 of the Railway Act, to investigate and inquire into the matter herein complained of for the purpose of determining what relief may be granted.

"The urgency of the matter will be at once apparent when it is remembered that we are nearing the close of navigation. At present the steamship Neebing, which ar-

rived at Depot Harbor Sunday morning, Oct. 22, is still unloading, while the steamer W. D. Matthews, which arrived the same day, is tied up waiting to be unloaded. The Arthur Orr and Wexford are waiting behind the Matthews, and other steamers are loading at the head of Lake Superior for the same port. The same intolerable situation has existed now for 15 or 20 days, and no apparent effort has been made to relieve the situation. The Matthews lay six days on her last trip waiting to be unloaded, and will likely be delayed five days this trip, while one day should be sufficient for this work. Unless something is done the Matthews will be delayed as much or more next trip."

See also under The Car Shortage Question on an earlier page.

R. & O. Navigation Co.'s Construction.

The Richelieu and Ontario Navigation Co. has planned several additions to its fleet, to be constructed by the season of 1907, and a number of extensive alterations to its existing vessels, and hotels. We have been officially advised that a contract will be closed very shortly for a new St. Lawrence River rapid steamer, 230 ft. long, by 44 ft. beam, over the guards. This steamer will have a carrying capacity of 1,000 passengers and be built specially to suit the service, the hurricane and saloon decks being built and covered in such a way as to give passengers an excellent opportunity to view the rapids. One hundred staterooms will take care of the increasing westbound business. Particular attention will be given the dining-room and kitchen arrangements, the dining-room being located on the main deck aft, and will be very bright, with large observation windows similar to the new str. Montreal.

Specifications and plans of a new Quebec, a sister ship to the Montreal, and for the same route, are under consideration and it is hoped she will be ready for the season of 1907. It is likely that the vessel's hull and machinery will be constructed by the ship-builders, and her upper works and decorations at the company's works at Sorel, Que.

The company is also figuring on a new steamer for the Montreal-Hamilton line. These steamers follow the Canadian channel, stopping at all ports and going through the Bay of Quinte, and it is the intention to have the new boat of a different type from those already on the line. She will have a greatly increased carrying capacity, and the most modern equipment for handling the same expeditiously. The passenger accommodation also will receive special consideration.

The alterations to the existing fleet comprise: Str. Toronto. The dining-room is being moved from the gallery deck to the main deck, and being replaced by staterooms. This will give her equal accommodation to the str. Kingston, and ensure an excellent and prompt service, the pantry and kitchen arrangements being most complete and modern. The new dining-room will seat about 160 persons. This steamer was put into dry dock at Kingston, Ont., recently and her bottom scraped and painted, which will increase her speed materially. When examined, after having been in service since 1898, she had not a dent in any of the plates of her hull. The str. Kingston is to be painted and renovated throughout, besides receiving the customary overhauling, and her dining-room so arranged as to give increased accommodation. The str. Murray Bay will have her hurricane deck altered to as near as possible the plan of her sister ship, the str. Irene, including a ladies' saloon with observation windows and hurricane deck promenade. The str. Tadousac will have her present wheels replaced by small feathering wheels, thereby gaining several staterooms and minimizing vibration. The ferry steamers Longueuil, Boucherville,

and Laprairie will have their upper works rebuilt and altered, which will add to the comfort and convenience of passengers.

In addition to the above the company is making the customary repairs and renewals to the balance of the fleet at Sorel, Que., and to its wharves and shore properties.

At the company's hotel, Manoir Richelieu, Murray Bay, Que., a large swimming pool is being constructed. The salt water of the St. Lawrence will be pumped through heaters, raising its temperature to between 60° and 70°. The entire pool will be open to the sun, and with the dressing-rooms will be just south of the present billiard room, to which the bowling alleys will be added, thus combining all these sports. In addition, over 30 private fresh and salt water baths are being added. Extensive improvements are also being made at Tadousac, where the company operates the Tadousac Hotel. The company having leased five lakes from the Government, is building a permanent camp and installing some 14 fishing boats for its guests.

The Elder Dempster Co. is arranging to establish a steamship service from Boston, Mass., to Australia. This, it is said, will have the effect of diverting some of the traffic which is now carried over the C.P.R. to Vancouver, and thence by the Canadian-Australian line.

The Minister of Marine has had under consideration the question of Government inspection of vessels at inland ports to prevent overloading, in the same way as is done at Montreal and other ports in connection with ocean-going vessels. He says if the existing law is not wide enough to cover this, the necessary amendments will be introduced next session of the Dominion Parliament. The Seamen's Union at Detroit, Mich., has decided to get up a petition favoring the establishment of a load line.

The Underwriters' Salvage Co. has been incorporated under the Dominion Companies' Act, with a capital of \$500,000 and offices at Toronto, "to buy, sell, deal in, and own outright all kinds of salvage," and among other lines of business to act as valuers and adjusters of marine losses; to carry on a general navigation and grain elevating business, to purchase and sell ships, hulls, barges, vessels and boats of every description. The company is also authorized to acquire the grain brokerage and salvage business now carried on by S. McNairn, and to pay for the same in paid-up stock. The provisional directors are: E. E. Wallace, R. W. Eyre, J. W. Curry, J. T. Eastwood and Miss O. B. Clarke, Toronto.

The Department of Marine has under consideration the establishment of several marine schools, at which the system of instruction will be uniform with that adopted at the marine schools established during the past two years at Victoria, B.C.; St. John, N.B.; Halifax and Yarmouth, N.S. The additional schools it is proposed shall be established at Vancouver, B.C.; Toronto, Kingston, Ont.; Montreal, Quebec, Que.; North Sydney, Lunenburg, N.S.; Charlottetown, P.E.I. The instructors will be in every case, if possible, the examiners of masters and mates at the several ports. The schools will be free to all who wish to attend: the instruction will be general, seamanship principally; rule of the road, and magnetism of the compass will be subjects which shall be thoroughly demonstrated. At places where advanced students will be in attendance, a few evenings will be devoted to the theory of navigation. Two lectures will be given weekly, and a total of 30 during the winter months, beginning in Jan. of each year. The lecturers at the schools at present established are Capt. J. Gaudin, Victoria, B.C.; Capt. R. Cole, St. John, N.B.; Capt. E. B. Tinling, R. N., Halifax, N.S.; Capt. J. Murphy, Yarmouth, N.S.