

ed for the coal carrying trade between Lake Erie and Montreal, and present some new features. They are of the single deck type, with arch beams, so as to eliminate all pillars or stanchions. The hatches are 12 by 29 feet, with the exception of the aftermost, which is 20 by 29 feet, with 36" coamings, to act as a trimmer. The machinery is of the usual triple expansion type with two single ended Scotch boilers, suitable for a speed of 10 miles an hour. The dimensions of the vessels are: Length, between perpendiculars, 249 ft.; beam, 42.6 ft.; depth, molded, 20 ft.; and the deadweight on a 14-ft. canal draught is 2,280 tons, with a capacity for over 80,000 bush. of wheat. The Keystone Transportation Co., Ltd., was recently incorporated under the Dominion Companies' Act, with a capital of \$100,000, and office at Montreal. The provisional directors named at the time, were: R. C. McMichael, R. O. McMurtry, F. G. Bush, M. J. O'Brien, and H. H. W. Jackson, Montreal.

Regulations for the governance of the ferry across the St. Lawrence River between Prescott, Ont., and Ogdensburg, N.Y., have been made by order in council, providing that the limits shall be co-terminus with the easterly and westerly limits of Prescott, and a point in Ogdensburg fixed by a local ordinance. Suitable landing places must be provided at a central point in Prescott, available at all states of the river, and the vessel to be utilized must be a substantial, seaworthy steamer of not less than 100 ft. long over all, and 20.9 ft. beam, with sufficient deckroom to allow of 6 vehicles to be driven on and off without unhitching; with an engine of 180 h.p., and capable of a speed of not less than 10 miles an hour. Accommodation must be provided, with all modern conveniences, for not less than 400 passengers. During the summer season, from Apr. 1 to Nov. 30, the vessel is to leave Prescott every hour from 6 a.m. to 6 p.m.; and every hour from 6.45 p.m. to 12 midnight; and from Dec. 1 to Mar. 31, every hour from 6 a.m. to 5 p.m., and at 7.30 p.m., and 12 midnight. The summer passenger rates are fixed at 10c., and the winter at 20c., with half rate for children. The license to operate is granted for 10 years from May 1.

The Bisco-Gowganda Transport Co., Ltd., has been incorporated under the Dominion Companies Act with a capital of \$150,000 and office at Montreal, to carry on a general business as common carriers and freighters, etc. The provisional directors are: L. O. Armstrong, Industrial Agent, C.P.R.; R. L. Prieur, A. Geoffrion, O. A. Goyette, Montreal, and P. Shannon, Biscotasing, Ont.

The company expects to have launches on a string of lakes, and wagon roads connecting these lakes, about June 15, in, en route, Minnesinaque, Mattagami, Duncan and Shining Tree Lakes. The lake fleet will at first consist of 7 launches, of which 5 will be about 40 ft. long by 10 ft. beam, with scows in tow. Stopping places under the company's control will be arranged at each lake. Pieces of freight will be handled up to 2,000 lbs., and it is hoped to cover the journey in 2 days for passengers and 2½ days for freight as a start, and make it a 24 hr. route towards autumn. It is intended to make the line permanent, as it is not anticipated that railway construction from Charlton or Sudbury to Gowganda will interfere with the com-

pany's traffic. The officers of the company and their locations are as follows: President, P. Shannon, Biscotasing; Vice-President, L. O. Armstrong, C.P.R., Montreal; General Manager, J. A. Shannon, Biscotasing; Terminus Manager, L. J. Labrosse, Gowganda; Secretary-Treasurer, R. Prieur, Montreal.

Manitoba, Saskatchewan and Alberta

A company is reported to be in process of organization in Winnipeg for the purpose of building a fleet of steamboats to operate on Lake Winnipeg immediately on the completion of the locks at St. Andrews.

C. D. A. Barber, General Manager, Northern Transportation Co., Athabasca Landing, Alta., is reported to have said, recently, that there are 3,600 miles of navigable waterways, with only two breaks, between Athabasca Landing and the Arctic Ocean. One break of about 87 miles is on the Athabasca River, and the other, of 16 miles, on the Great Slave River, at Smith's Landing.

The Standard Shipping Co., Ltd., has been incorporated under the Manitoba Companies Act, with a capital of \$5,000, and office at Winnipeg, to act as agents, brokers, etc., in connection with persons or companies operating any transportation facilities; and with power to build, purchase or otherwise acquire, deal in, and operate, steam and other vessels and any other transportation facilities excepting railways. The provisional directors are: L. H. Wolvin, J. Walker, D. N. Wemyss, G. A. H. Dysart, A. K. Dysart, Winnipeg.

The Northern Transportation Co., Ltd., of Athabasca Landing, Alta., has registered two vessels and has under construction a third one which it will operate during the current season, between Edmonton and Athabasca Landing and other points, making connections with the Hudson's Bay Co.'s vessels. The dimensions of the Northland Light are: Length, 122 ft.; breadth, 22 ft.; depth, 4.5 ft.; tonnage, 148 gross, 94 register; with engine of 5 h.p. driving a screw. The Northland Sun's dimensions are: Length, 103 ft.; breadth, 17 ft.; depth, 4.5 ft.; tonnage, 132 gross, 83 register; with engine of 3 h.p., driving paddle wheels. Both vessels were built at Athabasca Landing, in 1907, and a third vessel, to be named Northland Call, is at present on the stocks there. We are advised that the following tentative appointments have been made to the vessels for the current season:—Northland Sun, captain, C. D. A. Barber; chief engineer, A. V. Bucknam. Northland Light, chief engineer, E. R. Morton.

B.C. and Pacific Coast Marine

The Western Steamboat Co.'s steamboat Ramona ran aground in the Fraser River, Apr. 23, and has been abandoned.

A light draft river steamboat for service on the Fraser River was launched at Quesnel, May 1, for the Fort George Lumber and Navigation Co., Ltd.

It is reported that a dry dock will shortly be constructed at Vancouver, by a British syndicate, in which Swan, Hunter and Wigham Richardson are interested.

The C.P.R. s.s. Princess Charlotte is now on her summer route between Victoria, Vancouver and Seattle. At the

recent inauguration of the service, Capt. J. W. Troup, Superintendent, B.C. Coast Service, entertained a number of press representatives on board.

The Premier, recently, in reply to a question in the House of Commons, as to the jurisdiction of Canada in the Hecate Straits, said that there had been correspondence with the U.S. Government on the subject, but he was not at liberty to make any announcement.

The Nelson city council has leased the city wharf to the C.P.R. By the terms of the lease it remains a public wharf, but the company reserves the right of demanding wharfage or dockage fees in the same manner as is done with other wharves owned or leased by it.

The Fort George Lumber and Navigation Co., Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$50,000, to carry on the businesses of lumber merchants, stevedores, shipping agents and general carriers by land and water; and in connection therewith to own and operate steam and other vessels.

The Island Dock and Warehouse Co., Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$500,000, to take over certain property at Deadman's Island, Burrard Inlet; to construct docks, slips, elevators, etc.; to own and operate steam and other vessels, and to carry on the businesses of ship builders, ship owners, wharfingers, and general carriers.

Notices to Mariners

The Department of Marine has issued the following:—

No. 31. Apr. 30. 74.—Ontario, Ottawa River, Chats Lake, Sand Point, lighthouse established. 75.—Ontario, Lake Ontario, Bay of Quinte, Telegraph narrows, dredging, caution. 76.—Ontario, River St. Mary, Sault Ste. Marie Canadian canal, back range lighthouse at lower entrance blown down, temporary light.

No. 32. May 3. 77.—British Columbia, Strait of Georgia, Burrard Inlet, off Grey point, bell buoy replaced by gas and bell buoy. 78.—British Columbia, Chatham Sound, Skeena River, middle passage, Kennedy Island, gas lighted beacon established. 79.—British Columbia, Chatham Sound, Prince Rupert harbor approach, Ellinor rock, buoy established. 80.—British Columbia, Chatham Sound, Prince Rupert harbor, western entrance, Petrel rock, buoy established. 81.—British Columbia, Chatham Sound, Prince Rupert harbor approach, Georgia rock, gas buoy withdrawn. 82.—British Columbia, Chatham Sound, Prince Rupert harbor approach, Georgia rock, gas and bell buoy established. 83.—British Columbia, Brown passage, western entrance, Stenhouse shoal, gas and whistling buoy withdrawn.

No. 33. May 4. 84.—Nova Scotia, Halifax harbor, McNab Island, Government rifle ranges. 85.—Quebec, River St. Lawrence, below Quebec, Red Islet lightship temporarily replaced by lightship No. 7.

No. 34. May 8. 86.—Quebec, River St. Lawrence, chart of Lake St. Louis issued. 87.—Ontario, Lake Huron, south end, Point Edward, front range lighthouse rebuilt. 88.—Ontario, Georgian Bay, east side, Byng Inlet approach, westward of Maganetawan ledges, gas buoy established.

No. 35. May 10. 89.—British Columbia, list of buoys, beacons and day marks on