

tary; J. J. Long, C. E. Stephens, C. Cameron & M. Burton, Managing Board; A. Miscampbell, Manager.

The Lake Ontario Navigation Co.'s str. Argyle, built at Picton last winter, & in which the old Empress of India's engines, etc., have been used, is running tri-weekly between Toronto, Charlotte, Sodus Point, Oswego, Kingston, Rockport & Alexandria Bay. The citizens of Picton presented a set of flags for her, accompanied by a congratulatory address to Capt. Hepburn.

The tug Walker, which foundered last fall near Nicholson's Island, Lake Ontario, has been raised. She was hoisted & bound firmly with chains to the bottom of the schr. Graham. When fastened together this way the boats drew 35 ft. of water. They were then towed to Kingston. While searching for the Walker the wreckers found the wreck of the propeller Zealand, which was lost in 1880 with a valuable cargo & entire crew.

The Polson Iron Works, Toronto, at which the str. Majestic, described under the head of Quebec, is being built, has negotiations for the construction of other steamers pending, & it is expected to have another large vessel under way at the works in a short time. It is the intention of the Co. to enlarge its docks by filling in the marine railway adjacent to the main workshops & making an extension out into the bay as far as the new windmill line, giving a space of about 7 acres.

The Canada Atlantic Ry. has leased some 15 barges for 3 years from the Kingston & Montreal Forwarding Co. to run between Coteau & Montreal with grain. It is announced that the Canada Atlantic will add 2 freighters of from 4,500 to 5,000 tons to its fleet next season, one for the Chicago & the other for the Duluth trade. The Co. also expects to run a boat to Fort William next season. The 5 steamers of the Menominee fleet, running between Chicago & Parry Harbor, the charter of which, to the Canada Atlantic, expires at the close of this season, have not been sold to that Co., as reported.

The Northern Navigation Co. of Ontario, has bought from the Montreal & Cornwall Navigation Co., the str. Rocket, a side-wheel steel boat built for the Gulf trade. She is 150 ft. 8 in. long, 25½ ft. wide & 9 ft. 2 ins. deep. Gross tonnage 428, registered tonnage 228. In part payment the N. N. Co. gave its screw str. City of London, 120 ft. long, 27 ft. wide & 7 ft. 8 in. deep, gross tonnage 516, registered tonnage 294. The M. & C. N. Co. will put on the Montreal-Cornwall run the side-wheel steamer Filgate, recently purchased. She is 158 ft. long, 25 ft. 4 ins. wide, & 7 ft. 8 ins. deep, gross tonnage 263, registered tonnage 153.

The Dominion Parliament has passed the bill to incorporate the Canadian Inland Transportation Co., the principal incorporators of which are Senator Forget, Montreal; A. Lumsden & J. McRae, Ottawa; & W. Christie, Toronto. The Co. proposes to place on

the upper lakes a fleet of steel steamships which will be able successfully to compete with the U.S. carriers. Ten solid steel vessels, measuring 276 ft. in length by 43 ft. beam, will be constructed. Their capacity will be 78,000 bus. of wheat with a 14 ft. depth in the canals, which could be increased to 108,000 bus. with an 18 ft. canal system. The Co. will build its own elevators & terminals, & it is believed that a large business can be done in return freights of coal & other commodities from Montreal & intermediate points. The Co. intends also to go into the business of carrying ore from the head of Lake Superior to the blast furnace at Hamilton.

Quebec Navigation Flatters.

The Lake Labelle Navigation Co. has been incorporated; capital \$10,000. Headquarters Labelle.

A. Lumsden, M. L. A., Ottawa, has bought the boats & interests of the Lake Temiscamingue Navigation Co.

It is said a company is being formed in Quebec to run a line of steamers between Roberval, Peribonca and the parish of Honfleur, for the purpose of trading in those districts.

The Quebec Steamship Co. has been empowered by the Dominion Parliament to do a mercantile business. This exceptional privilege was given because the Co. does a large trade with the Windward Islands & proposes tendering for the contract for carrying the Imperial mails, which requires the company holding it to purchase all fruit offered at certain ports.

The Ottawa River Navigation Co.'s steamer Victoria, recently built in Toronto, the machinery being made at the Polson Engine Works, is 100 ft. long, with 20 ft. beam, with a speed of 14 to 15 knots. She is specially intended for excursion traffic, having accommodation for 300 passengers, & has been put on the run between Ottawa & Thurso. She cost about \$20,000. A view of her is given on page 183.

A recent Quebec press despatch said: "As soon as the new steamship for the winter ferry across the Straits of Northumberland arrives from Europe the s.s. Stanley will be taken to Quebec & placed at the disposal of the I.C.R. authorities. It will be used in winter in keeping open a communication between Quebec & Levis. The present winter ferry boats at Quebec do not cross to Levis after 5 p.m., though the down I.C.R. train only leaves Levis at midnight." The Deputy Minister of Marine recently advised us that he was not aware of any such arrangement as above mentioned.

The Richelieu River Navigation Co. has been incorporated under the Dominion Companies Act, with a capital of \$30,000 & headquarters at St. John's Que., to carry on a navigation business, with power to acquire

land for picnic purposes. The Co. will run a steamboat, the Majestic, on the Richelieu River between St. John's & the Noyan wharf at the Lacolle-Clarenceville bridge. The Majestic, which is now nearly completed, is being built by the Polson Iron Works, Toronto. Her dimensions are: length over all, 112 ft.; beam, extreme, 22½ ft.; draught, aft, 6 ft. She has fore & aft compound engines, jet condensing cylinders 14 x 28, with a 16 in. stroke; Fitzgibbon boiler, with a working pressure of 160 lbs. of steam, & has a speed of 16 miles an hour. She has a carrying capacity of from 600 to 700 people, & will cost about \$25,000. Ten staterooms have been built on the upper deck for the use of her captain & officers.

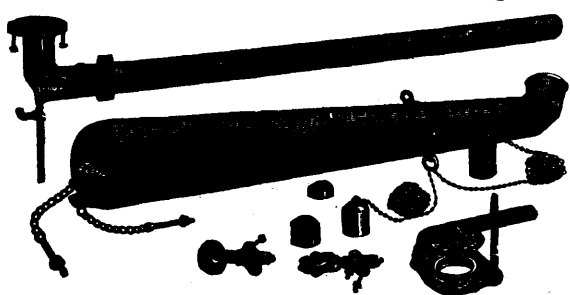
New Winter Steamer for P.E.I.

A very full description of this vessel & copious extracts from the specifications were published in our issue of July, 1898, pg. 131. The illustration on page 185 shows the out-board profile of the steamer. We are indebted to Major Gourdeau, Deputy Minister of Marine, for a tracing of the plan from which the illustration has been made. The recently issued report of the Department of Marine has the following references to the winter service:

The Stanley has been engaged in the winter service every season since 1887, & has proved a most excellent ice steamer. The severe strain which she has undergone in battling with heavy ice in the Straits of Northumberland has had its effect. She needs extensive repairs, which can only be made in Great Britain, in order to make her thoroughly efficient for winter service. An examination of the hull & machinery has shown it would not be prudent to force her through heavy ice as formerly where lives & property are at stake. It being considered in the public interests to construct a larger & improved steamer, Capt. McElhinney, Nautical Adviser, was instructed to proceed to Great Britain to examine ice vessels under construction there, & to obtain tenders from shipbuilders, for building a steel steamer according to specifications & plans, to class 100 A1 at Lloyds. The tender of Gourlay Bros. & Co., Dundee, being the most advantageous, Capt. McElhinney recommended its acceptance, & a contract was entered into with them to build the steamer & have her completed by the end of Aug., 1899.

The accommodation of the Stanley for freight & passengers was insufficient at times. The new steamer will afford greater & better accommodation for passengers, & will have more space for freight. The dimensions of the new steamer will be 225 ft. in length between perpendiculars; breadth moulded, 32½ ft.; depth moulded, 20½ ft. She will be heavily stiffened about the water line with heavy plating & intermediate angle iron framing. Similar plating will be placed on the bows & bottom, extending 70 ft. towards

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