

her 12 miles during a continuous hour's run. The cost will be about \$7,000.

The Owen Sound and Georgian Bay Park and Summer Resort Co. (Ltd.) has been incorporated under the Ontario Companies' Act, with extensive powers, among them being power to operate steam and other boats. The capital is \$150,000, and the officials are: President, J. H. McLaughlan; Vice-President, D. M. Butchart; Secretary-Treasurer, A. D. Creasor; other directors, T. L. Kirkwood, C. Eaton, W. Taylor, F. Harrison, A. Green, L. Smith, of Owen Sound, and A. H. Notman, A. G. P. A., C.P.R., Toronto.

The Polson Iron Works, Toronto, is extending its yards out to the Windmill line in anticipation of the expected early development of steel ship building in Canada. In all about four acres of land will be reclaimed, upon which it will be able to lay down four full-sized canal steamers at one time. It is contemplated to transfer the present shipbuilding plant to the new ground which will be ready for occupancy this year. The new yard will be equipped with all modern facilities for the rapid and economical handling of material and turning out of work.

The Niagara River Line calendar for 1902 presents a picture of the Chippewa receiving her passengers at Toronto at the hands of a sailor boy representing Canada; the Corona in midlake, and the Chicora taking on passengers at Lewiston from a characteristically attired representative of the U.S. A birds-eye view of the Niagara river with the rail routes on both sides is given. Although the vessels and the figures are necessarily out of proportion to the map, the general effect is striking, and makes the calendar a good advertisement for the line.

The shipments from Chicago to Canadian lake ports during the season of 1901 amounted to 17,108,421 bushels of grain, distributed as follows:—Depot Harbor, 4,295,943 bush. wheat, 3,897,191 bush. corn, 1,389,705 bush. oats, 161,862 bush. rye, and 8,887 barrels of flour; Midland, 499,615 bush. wheat, 1,485,000 bush. corn; Meaford, 222,500 bush. wheat, 182,398 bush. corn; Goderich, 71,500 bush. wheat, 574,850 bush. corn; Sarnia, 3,519,702 bush. oats; Kingston, 349,250 bush. wheat, 149,750 bush. oats; Prescott, 87,300 bush. wheat; other Canadian ports, 199,770 bush. corn, 22,000 bush. rye.

Referring to the U.S. press reports as to Sir C. Furness' proposed shipbuilding plans at Sault Ste. Marie, F. H. Clergie says: "No plans for such an establishment have been made, nor had Sir Christopher's visit to Sault Ste. Marie any connection with the order for 12 ships which he is said to have taken back to England. The visit of this distinguished gentleman to Sault Ste. Marie was only an incident in a comprehensive tour of the industrial centers of Canada and the U.S. The opportunities afforded at the Sault for shipbuilding were discussed at the time of his visit, but no plans whatever were adopted."

The Canadian canal at Sault Ste. Marie was opened for traffic April 20, 1901, and closed Dec. 21, making a season of 246 days, compared with 230 days of navigation on the U.S. canal, and 238 days for the season of 1900. The number of vessels passing through the Canadian canal was 4,204, having a tonnage of 2,449,748, against 3,081 vessels of 2,194,748 tons in 1900. The total freight carried was 2,820,394 tons, an increase of 784,717. The total freight carried through the Canadian and U.S. canals was 24,626,976 tons, an increase of 11% over 1900, of which increase 8% passed through the Canadian canal.

The Algoma Central Steamship line is having built by the Collingwood Shipbuilding Co. a bulk freight tow barge, length, 390 ft. over all, and 376 ft. keel; beam, 46 ft.; depth, 26

ft. She is to be of the usual lake type of bulk freight barges, with modern lake equipments, consisting of steam pumps for handling water ballast, steam steering gear, steam towing machine, steam derrick and steam winches and capstans and a complete installation of electric lighting. She will have a cargo carrying capacity of 7,000 tons, and will likely be used for carrying iron ore from Michipicoten to Midland. She will cost about \$180,000 and is expected to be finished by June 1.

The Collingwood Shipbuilding Co.'s dry dock, the present dimensions of which are 350 ft. by 60 ft., is to be enlarged to 530 ft. by 78 ft., and work will be started early in the spring. It is intended to make the dock equal to any on the great lakes, so that it will accommodate two Welland canal size boats at once, and add two additional building berths for 500 ft. freighters, or four additional building berths for Welland canal size boats, and if necessary an additional berth in itself for a 500 ft. vessel, or for two Welland canal size boats. The Dominion Government will assist in the work by paying a percentage on the cost. The harbor has been dredged to a depth of 20 ft.

The Marine Record, of Cleveland, Ohio, published a list of the losses on the great lakes for the season of 1901, in which the following appear: Canadian tug Tecumseh, May 3, 83 tons, foundered in Lake Huron; loss \$6,000. Canadian steamer Hero, June 14, 342 tons, burned at Belleville, Ont.; loss \$10,000. Canadian steamer Alberta, July 7, 68 tons, ashore in Lake Huron; loss \$2,500. Schooner Smith and Post, Aug. 7, 212 tons, burned on Lake Erie; loss \$2,500. The schooner Smith and Post was placed by the Lake Carriers' Association on the south-east shoal, Pelee Passage, a few days before she was burned. Canadian steamer John Long, Sept. 3, 201 tons, burned in Meldrum bay; loss \$12,000.

The Polson Ironworks, Toronto, has received a contract to build a large dipper dredge for W. J. Poupore, contractor for the Montreal harbor works. The hull will be built with steel frames, guiders and beams, planked with heavy B.C. fir or southern pine and white oak, and will be of the following dimensions: length, 96 ft.; breadth, 36 ft.; depth, 10 ft. 6 in. Its capacity will be 8 cubic yards a minute, or about 720 tons an hour when working continuously at full power, and material can be dredged from a depth of 50 ft. It will be provided with many new devices for economical and efficient working under Robinson's & Desy's patents and is to be ready for trial, June 1. It will cost about \$62,000. L. A. Desy, of Montreal, is consulting architect.

The St. Clair and Erie Ship Canal Co., which was incorporated by the Dominion Parliament in 1899, with H. C. Boulton, Toronto; Hon. D. Tisdale, Simcoe; H. A. Olney, Saltash, Cornwall, Eng.; D. F. Henry, Detroit, Mich., and C. A. Youmans, Neillsville, Wis., as provisional directors, has given notice that application will be made at the coming session of Parliament, for an act extending the time for the commencement and completion of its undertaking. The Toronto Globe says that details of the proposed canal show that it will be 13½ miles in length, through low-lying land, with the underlying rock more than 20 ft. below the bottom of the deepest cut. A uniform depth of 21 ft. is proposed, with a canal 156 ft. wide on the surface and 72 ft. wide on the bottom. This canal would enable vessels to avoid the fogs, shoals and rapid current of the Detroit river, and would afford a straight course from the St. Clair flats canal through Lake St. Clair to Lake Erie. The course would be unimpeded by locks, and a speed of six miles an hour could be maintained. The saving in distance by the canal would be 79 miles between the

foot of the St. Clair flats canal and an offing in Lake Erie. In time the saving would be six or seven hours. No estimate of cost is given, but the promoters of the canal claim that there would be a net saving of \$1,000,000 a year on the 40,000,000 tons of freight now annually passing through the Detroit river. Two other projects for the construction of ship canals between Lakes Huron and Erie will come before the House of Commons. One is the St. Joseph and Lake Huron Ship Canal Co. (Jan., pg. 45), and the other is the Huron and Erie Canal Co., on behalf of which Greenshields, Greenshields & Heneker, solicitors, Montreal, are acting. Similar powers are asked by this Co. as by the St. Joseph & L. H. S. C. Co.

Manitoba and the Northwest Territories.

E. Malhoit is reported to be about to make surveys at Big Point and Sandy Bay on Lake Manitoba preparatory to the construction of wharves there. Wharves are also, it is stated, to be built at Gypsumville and Winnipegosis during the year, and the channels in the lake are to be improved.

It is reported that a light draft steamer will shortly be placed on the North Saskatchewan river to run as far up as Edmonton. A boat such as would be required could, it is said, be put on the river for \$8,000, and negotiations are proceeding for acquiring one or having one built.

Delta, on Lake Manitoba, the terminal point of the Canadian Northern Ry.'s Oakland branch, is reported by vessel owners difficult of approach, and consequently will not be taken much advantage of as a shipping port. It is reported to be an excellent summer resort and camping ground.

The Winnipeg Board of Trade has asked the Department of Public Works to place a snag boat on the Red River, at a cost of \$10,000, and its operation, to keep open the channel between St. Andrew's rapids and St. Paul's Industrial school, pending the completion of the St. Andrew's locks.

Pacific Coast Shipping.

The British steamer Cutch, after having been thoroughly repaired, is expected to be again placed on the Lynn canal run.

The Victoria and Sidney Ry. Co. is reported to be negotiating for a steamer to make a daily trip between Victoria and Nanaimo, calling at several points en route.

The British Yukon Navigation Co. is applying to the Chief Commissioner of Lands and Works for B.C., to purchase 160 acres of land at the mouth of the Atlatloo river, Cassiar district, for terminal and industrial purposes.

Press reports state that arrangements have been completed for the placing of a steamer on the Kootenay river to run between Fort Steele and Portal or Crow's Nest Landing, connecting with the Crow's Nest Southern Ry. to Jennings, Mont.

Orders are reported to have been placed with the Wallace shipyard, False Creek, Vancouver, for a small steam yacht, and for a 90 ft. freight boat. At the Coats' yard near by, the City of Columbia, one of the Fraser river boats, is being rebuilt.

The steamer built by the Revelstoke Navigation Co., and described in our issue for Aug., 1901, pg. 253, was launched at Nakusp, Jan. 9, and named the Revelstoke. The engines were built by the Polson Iron Works, Toronto, and have been delivered.

Hon. J. Dunsmuir, Premier of B.C., in an address to the electors, stated that the encouragement of shipbuilding in the province