

will be 120 ft. long by 23 ft. beam. The frame timbers are being prepared at Collingwood, and will be set up on the Lake of Bays, where the planking will be completed by the Company. A fore and aft compound engine will be installed, capable of giving a speed of 14 miles an hour. The cost of the steamer completed is estimated at \$20,000.

The St. Clair and Erie Ship Canal Co., which was originally incorporated by the Dominion Parliament in 1899 to construct a ship canal from Lake St. Clair to Lake Ontario, across the counties of Essex and Kent, or either of them, is applying at the current session of the Dominion Parliament for two years' additional time for the commencement, and five years' additional time for the completion of its works. D. Tisdale, M.P., Simcoe, Ont.; H. C. Boulton, Toronto; D. F. Henry, Detroit, Mich.; C. A. Youmans, Neillsville, Wis., and H. A. Olney, Saltash, Cornwall, Eng., are the incorporators and provisional directors.

Returns laid before the Dominion Parliament recently show that during the last season of navigation 548,486 bush. of wheat were received at Quebec from Port Arthur and Upper Lake points by steamer, and 313,199 bush. by rail; and that 1,002,358 bush. were received at Montreal from Upper Lake points without transshipment. The shipments of grain to Buffalo, N.Y., from Port Arthur totalled 2,376,099 bush., and from Fort William, Ont., 5,527,162 bush. The grain handled at the following Canadian ports during the year was: Collingwood, 16,050,000 bush.; Depot Harbor, 14,765,466; Midland, 13,545,958; Kingston, 7,791,654; Meaford, 4,004,716; Goderich, 3,289,195; Owen Sound, 3,248,089.

There was launched from the yard of the Polson Iron Works, Toronto, April 9, the hull of the second of the two lightships ordered by the Dominion Government. The vessel was named Anticosti, as she left the ways, by Miss Polson. Col. W. P. Anderson, Chief Engineer of the Department of Marine, represented the Government at the launch. The Anticosti is in all respects a duplicate of the Lurcher, which was completed in 1903 and placed on the Lurcher shoal off Yarmouth, N.S., a detailed description of which was in our issue for Feb., 1903. The Anticosti is expected to be completed early in June, when she will be placed in position off Anticosti Island in the Gulf of St. Lawrence. These steamers are the first of the kind placed in service in Canada.

The Canadian Shipbuilding Co. is laying out its shipbuilding yard and erecting buildings for its engine and boiler shops on a site of 106 acres acquired on the Upper Niagara river between Bridgeburg and Black Creek, in Bertie tp., Welland county. In order to secure the requisite space for the launching of modern vessels of the largest size it was found necessary to divert the chain reserve, or modern highway which runs along the margin of the river round the shipyard proper. An application to do this was made to the Commissioners of the Queen Victoria Niagara Falls Park. The Company also desired the water lot, the property of the Crown, in front of its lands, in order to deepen the approaches to the docks and launching basins. As the Commissioners deemed it advisable to facilitate, in every way, the establishment of an industry likely to be of lasting benefit to the Province, and the municipal authorities did not object to the change, an agreement was entered into providing for the diversion of the road and the granting of the water lot in question, the Company to provide a roadway, 80 ft. wide, across its property in lieu of the present roadway, and to pay \$500 a year for the privilege. The area of the water lot acquired by the Company is 16.45 acres. A statement respecting the negotiations for the land, and a copy of the agreement is published

in the report for 1903 of the Commissioners for Queen Victoria Niagara Falls Park, recently issued by the Ontario Government.

The following appointments to steamers have been announced for the season of navigation, 1904:

ALGOMA CENTRAL STEAMSHIP LINE.

King Edward—W. Bemrose, master; S. Beatty, engineer.
Minnie M.—A. Batten, master; J. Grimes, engineer.
Paliki—Garvey, master; Jas. Greig, engineer.
Leafield—K. Jordan, master; A. Foote, engineer.
Theano—G. Pearsall, master; J. L. Smith, engineer.
Monkshaven—P. McIntyre, master; P. Ryan, engineer.
Barlum (barge)—E. Cadotte, master.

CANADIAN LAKE AND OCEAN NAVIGATION CO.

Turret Cape—E. L. Stephen, master.
Turret Chief—J. McPhee, master.
Turret Court—J. Black, master.
Turret Crown—J. Dicks, master; W. Robinson, engineer.
H. M. Pellatt—G. Bryan, master; J. Byers, engineer.
J. H. Plummer—Mackay, master; R. Chalmers, engineer.
A. E. Ames—R. Chestnut, master; S. Gillespie, engineer.

MONTREAL TRANSPORTATION CO.

Rosemount—J. Wood, master; R. Taylor, engineer.
Westmount—A. Milligan, master; J. Young, engineer.
Fairmount—P. C. Telfer, master; W. Newbold, engineer.

NORTHERN NAVIGATION CO.

Huronic—R. D. Foote, master; H. Brisbane, engineer;
J. H. Ronan, purser.
Monarch—E. Robertson, master; T. Crossley, engineer;
A. Caras, purser.
Empire—J. McNab, master; F. Cleland, engineer; C. B. Pardee, purser.
Majestic—A. Campbell, master; W. Whipps, engineer;
G. Ince, purser.
City of Collingwood—G. H. Playter, master; C. Robertson, engineer; S. Hewitt, purser.
Germanic—W. G. Cox, master; J. Aston, engineer; H. D. Arnold, purser.
City of Midland—A. M. Wright, master; S. Burgess, engineer; J. Bartlett, purser.
City of Toronto—W. B. Kitchen, master; H. Myles, engineer; B. Batten, purser.

RICHIEU AND ONTARIO NAVIGATION CO.

Kingston—H. Esford, master; A. R. Milne, engineer.
Toronto—E. A. Booth, jr., master; W. A. Black, engineer.
Bohemian—A. Dunlop, master; G. Gendron, engineer.
Columbian—C. P. Hinkley, master; J. Conlin, engineer.
Hamilton—J. P. Stevenson, master; H. Demartigny, engineer.
Spartan—J. McGrath, master; R. G. Marshall, engineer.
Corsican—D. Mills, master; W. S. Parker, engineer.
Algerian—J. Foubert, master; G. Gendron, engineer.
Quebec—L. O. Boucher, master; F. Gendron, engineer.
Canada—L. St. Louis, master; J. Hamelin, engineer.
Carolina—A. Fortin, master; N. Beaudoin, engineer.
Virginia—J. Dougal, master; M. Latulippe, engineer.
Saguenay—C. Lapierre, master; G. Gagnon, engineer.
Three Rivers—C. Gouin, master; J. Matte, engineer.
Berthier—J. Jean, master; E. Dennis, engineer.
Beaupre—J. B. Mongeau, master; E. Dennis, engineer.
Chamby—G. Pault, master; E. Gendron, engineer.
Terrebonne—F. X. Lavolette, master; N. Beaucage, engineer.

OTHER APPOINTMENTS.

Iroquois—McMaugh, master.
Newmount (Farrar Transportation Co.)—F. A. Bassett, master; J. W. Aston, engineer.
Strathcona—A. Irving, master; J. Smeaton, engineer.
Donnacona—Maudsley, master; C. Duguid, engineer.
Victoria (Rockport Navigation Co.)—J. A. Carnegie, master and manager.
W. D. Matthews—J. Ewart, master; E. J. Odell, engineer.
Wexford—W. J. Bassett, master; D. McLeod, engineer.

Manitoba and Northwest Territories.

Replying to a question in the House of Commons recently, the Minister of Public Works stated that \$75,000 had been paid to contractors for the improvements to the St. Andrew's Rapids, near Winnipeg. The Government had under consideration the question of proceeding further with the work.

The Hudson's Bay Co. is having built at Prince Albert, Sask., a stern-wheel river steamer of the following dimensions:—length, 100 ft.; breadth, 23 ft., 7 in.; draft, 20 ins. She will be fitted with engines 9 by 45 in., and a boiler carrying 190 lbs. steam pressure. The steamer will have a cargo capacity of about 60 tons, and in favorable stages of the water barges will be towed. The steamer will have a maximum of power on a minimum draft, so that the two great difficulties of the

rapids and the numerous sand bars of the Saskatchewan river may be overcome. The many settlements that have recently sprung up along the river necessitate an increase in the means of communication. The H. B. Co. inaugurated steam navigation on the river a number of years ago, but owing to want of success it was abandoned. The outlook at the present time is much more favorable.

The report of the Department of Marine shows that during the year ended June 30, 1903, there were added to the vessels plying on the navigable waters in Manitoba and Northwest Territories the following steamers:

For Red River service—Stern wheel steamer Alexandra, built of wood at Winnipeg, Man.; 4.2 horse-power engines; tonnage—gross, 163.57 tons; net, 37.53 tons; licensed to carry 250 passengers.

For Lake Winnipeg trade—Screw str. Roddy, built of wood at Selkirk, Man.; 0.53 horse-power engines; tonnage—gross, 14.10 tons; register, 9.59 tons. Screw str. Finn, built of wood at Winnipeg, Man.; 1.5 horse-power engines; tonnage—gross, 12.61 tons; register, 6.00 tons. Both these are fish tugs.

For Pelican Lake service—Screw str. Pioneer, built of wood on the lake; 3.00 horse-power engines; tonnage—gross, 16.44 tons; register, 8.44 tons. Licensed to carry passengers.

For Peace River service—Screw str. St. Charles, built of wood on the river; 6.00 horse-power engines; tonnage—gross, 28.79 tons; register, 19.50 tons.

For Mackenzie and Slave River trade—Screw str. Caraboo, built of wood at Fort Smith; 6.00 horse-power engines; tonnage—gross, 28.65 tons; register, 19.49 tons. Screw str. Eva, composite construction, built at Athabasca Landing; 8.00 horse-power engines; tonnage—gross, 49.28 tons; register, 27.90 tons.

For Slave and Athabasca River trade—Screw str. Primrose, built of wood at Fort Chippewyan, 1.2 horse-power engines; tonnage—gross, 8.40 tons; register, 5.72 tons.

B.C. and Pacific Coast Shipping.

The Yale Lumber Co. is having a tug built at Nakusp, B.C., the machinery for which will be supplied by a Vancouver firm.

The Admiralty Court for B.C. has awarded the str. Vermont \$4,400 for salvage services rendered to the sailing ship Abby Palmer.

The str. Mermaid, owned by the New Vancouver Coal Mining and Land Co. of Nanaimo, B.C., ran on a rock in Jarvis Inlet, Mar. 25, and sank in deep water.

The Revelstoke Board of Trade is urging on the Dominion Government the importance of deepening and otherwise improving the channel of the river between there and Arrowhead, B.C.

The Dominion estimates for the current year contain \$70,000 for the construction of a steamer for the William Head quarantine station, Victoria. The str. Earl is at present in use, but is not well suited for the service.

The C.P.R. Pacific Coast str. Queen City broke her main shaft in Quatsino Sound on a recent trip. The passengers were taken to Victoria on the Dominion str. Quadra, and the Queen City was subsequently towed to Victoria for repair.

The Thompson River Improvement Co. is applying at the current session of the Dominion Parliament for an act of incorporation, with power, among other things, to carry on a general navigation business on the Thompson river and its tributaries. D. Murphy, Ashcroft, B.C., is solicitor for the applicants.

Two transfer barges 125 ft. long by 36 ft. beam have been completed for the Harbor