

was not aware that the dredging of the Hay Lake channel had been lowered two feet at the foot of the locks at Sault Ste. Marie.

Capt. P. M. Campbell, formerly in the employ of the Northern Navigation Co., has purchased the City of Windsor for \$3,700, and will place her on a run between Collingwood and Sault Ste. Marie, carrying package freight. The City of Windsor is a screw steamer built at Detroit, Mich., 1883, and was registered in Canada at Windsor, Ont. Her dimension are: length, 117 ft.; breadth, 24.8 ft.; depth, 11 ft.; tonnage—gross, 511 tons; register, 316 tons. At her inspection for the season of 1903 she was given a certificate to carry 207 passengers. The registered owner was D. L. McKinnon, Sudbury, Ont., who in association with T. M. Kirkwood, operated the Georgian Bay-Soo Line in the freight and passenger service. Press reports state that the steamer will be the first of a fleet which is to be got together by a company proposing to operate under the charter of the Northern Transit Co., one of the companies merged in the Northern Navigation Co. Among those reported to be interested are J. J. Long, Thos. Long, C. Cameron and Capt. Campbell. Other boats, the reports state, will be added, one of which will be a turbine steamer, which will make two trips a week between Collingwood and Sault Ste. Marie.

Discussing the outlook for shipping on the Upper Lakes for the current season, J. H. G. Hagarty, of the St. Lawrence and Chicago Navigation Co., recently said: "Vessel-men operating freighters on the Upper Lakes are not particularly anxious for an early opening. We are able to compress the business, so as to make it more profitable. Latest advices from the important iron ore ports indicate that there will be from 4,000,000 to 5,000,000 tons of iron ore less to carry this season than last year. This is borne out by the fact that at this time last year some 4,000,000 tons of ore had been brought down the lakes. At present there is not a very large amount of grain in the large elevators to come forward. At Fort William there is about 5,000,000 bushels of grain ready for shipment, but the quantity is not excessive in comparison with former years. In fact, we look for an extremely dull season till the fall. Our vessels will engage in the coal-carrying trade till August, when the harvest sets in. Otherwise there is practically no business for Canadian freighters to fall back upon. This is due to the fact that the increase of Canadian tonnage last year caused a slight depression. Some Canadian vessel-owners finding that the business did not produce the profits they had anticipated, carried grain and iron ore at decidedly low rates. This year, however, most of the lines will have all they can do to keep abreast of the freight and grain movement towards the latter part of the season."

Manitoba and Northwest Territories.

There have been added to the Saskatchewan river fleet ten scows built at Edmonton, Alta., for A. E. Dunn, of Battleford, Sask. They will trade between Battleford and Lloydminster, Sask.

Capt. H. S. Donaldson, who died at Whiteby, Ont., May 12, went to Fort Garry, Man., in 1864, and was engaged in river transportation in connection with Commodore Kittson, of St. Paul, Minn. Capt. Donaldson left Winnipeg in 1902.

The Dominion Government has chartered the sealing steamer Erik to take supplies to the exploration str. Neptune in Hudson Bay, and also for the str. Gauss, now on her way to the Arctic ocean from Germany. The Erik will sail early in June.

The Canadian Government purchased the Antarctic exploration str. Gauss from the German Government, and Capt. Bernier is bringing her over from Bremen to Halifax, N.S., where she is expected to arrive early in June. The Gauss is intended to be used on the Mackenzie river for fishery and customs protection purposes and for exploration among the Canadian islands in the Arctic ocean. Capt. Bernier, who desires to lead a Canadian polar expedition, will have command of the steamer permanently.

The Winnipeg Board of Trade has protested against the granting of a charter to a company for the purpose of constructing canals and improving the navigation between Lake Superior and Red River, Winnipeg River, Lake Winnipeg and the Saskatchewan River. The resolution of protest added that the necessary improvements in the waterways should be made by the Government from time to time as required. The title of the proposed company is the Great Lakes and North-West Transportation Co., and the applicants for the charter are J. Arbutnot, D. C. Cameron, of Winnipeg; W. Chaplin, W. D. Woodruff, of St. Catharines, Ont.; T. Conlon, of Thorold, Ont.; W. M. M'Gee, of Plainfield, N.J.; T. D. Dale, of Mountclair, N.J.; W. H. Dodd, C. D. Pullen, W. W. Jackson, of New York; C. E. Loomis, of Attica, N.Y.; J. S. Williams, of Glastonbury, Conn.; and T. W. Gleason, of Buffalo, N.Y.

B.C. and Pacific Coast Shipping.

The steel frame work for the floating dry dock at Vancouver, is under construction at London, Eng.

J. B. Kennedy has been appointed a Commissioner of the New Westminster Pilotage District of B.C.

The Puget Sound Navigation Co. is operating a night and morning service between Seattle, Wash., and Victoria, B.C., via Port Townsend.

Jas. McAllister, heretofore Master of the C.P.R. Upper Lake str. Alberta, has been appointed Superintendent of the ferry line between Vancouver and North Vancouver, B.C.

The North Alaska Steamship Co. has purchased the steamer Garonne for \$100,000, and will have her overhauled at the Esquimalt dry dock before placing her on the Cape Nome run.

The str. Forager, built for the Butler Freight and Towing Co., was launched at Victoria April 30. The Forager will be engaged in the freight trade between Victoria and Fraser river points.

The marine railway and dry dock for the Victoria Machinery Co. will be 264 ft. long and 65 ft. wide, with a carrying capacity of 3,000 tons. It is expected that the dock will be ready during the current year.

Current press reports that the C.P.R. Pacific steamers Tartar and Athenian have been sold to the Japanese Government, are declared by A. Piers, General Superintendent C.P.R. Steamship Lines, to be absolutely untrue.

It is stated that the C.P.R. will add three additional steamers to its Pacific fleet at the close of the Russo-Japanese war. It was definitely decided some time ago to make some additions to the fleet, but it was a matter for official consideration when the new steamers would be provided.

The Victoria Dock Co. (Ltd.) has been incorporated under the B.C. Companies' Act, with a capital of \$20,000, to construct a dock and to carry on a general wharfrage business. It is proposed to erect a double deck wharf on James Bay, on which a frontage of 200 ft. has been secured for the company.

The Department of Marine has decided that all buoys required for future use in British Columbia waters shall be manufactured in that province, and an order has been given for the construction of three automatic whistling buoys, two U. S. pattern whistling buoys, three can buoys and three gas buoys.

The C.P.R. str. Princess Victoria made a record run between Seattle, Wash., and Victoria, B.C., April 21. The distance is 69 knots, and the run was made at an average speed of 20.2 knots an hour. Between Point Wilson and Brotchie Ledge, a distance of 30 knots, a speed of 21.1 knots an hour was maintained.

A proposal has been made to the C.P.R. to run a regular line of steamers from Canada to Swansea, on the Bristol Channel, England.

The Dominion Government has promised to consider the question of admitting free of duty cables for fishing craft in the same way as ships' cables are now admitted.

The C.P.R. has been directed to pay £2,850 to tugs, life-boatmen and pilots for services rendered to the Lake Michigan after collision in the English Channel Feb. 19.

Sir T. G. Shaughnessy, President C.P.R., who recently returned from Great Britain, stated that he did not go for the purpose of purchasing additional steamers for the company's Atlantic fleet.

The White Star liner Germanic, which sailed between New York and Liverpool for many years, has been transferred to the Dominion Line, and has been renamed the Labrador. She will in future sail from Montreal to Liverpool.

The contract for the Canadian-Australian line of steamers has been extended by the Dominion Government until May, 1905. As a better service is now being given, a further subsidy of \$45,000 has been granted, the total subsidy now being \$170,000.

At a conference between a representative of the Mexican Government and the Dominion Government it has been decided to operate two steamers, one on the Atlantic coast to a port in the Maritime Provinces, and another on the Pacific coast to Vancouver, B.C.

The Canadian Lake and Ocean Navigation Co. has arranged to put its steamers Turret Court, Turret Cape and Turret Chief on a route to carry iron-ore and other freight from Upper Lake points to Sydney, N.S., and to take return cargoes of coal. This will provide employment for the season until the grain begins to reach Fort William and Port Arthur. The round trip from Chicago, Ill., or Duluth, Minn., to Sydney, it is estimated will take about a month.

An act of the United States Congress provides that, except in districts on the northern, north-western and western boundaries of the U.S. adjacent to Canada, no merchandise of foreign growth or manufacture shall be brought into the U.S. in any other way than by sea from any foreign port, nor in vessels of less than 30 tons net register, under penalty of seizure and forfeiture of the vessels and goods. This act will operate against a large number of schooners in the Maritime Provinces.

The Canadian Lines (Ltd.) has been incorporated under the Dominion Companies' Act, with a capital of \$1,000,000, to purchase, lease or otherwise acquire steam and other vessels, or shares therein; and to carry on a general shipping and navigation business in Canada and elsewhere. The head offices of the company are to be in Toronto, and the provisional directors are members of the firm or clerks in the employ of Blake, Lash & Casseles, Solicitors, etc., Toronto. W. Mackenzie, President Canadian Northern Ry., is interested in the company.