

material will be conveyed by triple cylindrical pontoons (the two outer cylinders acting as floats) from the point of discharge at the hull to the dump.

The Toronto Ferry Co. has placed an order with the Polson Iron Works, Toronto, for a steel ferry steamer to have the following general dimensions:—length, 150 ft.; beam, moulded, 30 ft.; beam, over guards, 45 ft.; depth at side, 8 ft. 4 in.; draft, loaded, 4 ft. 6 in. The machinery will consist of one set of inclined, compound, paddle wheel engines, with cylinders 17 and 24 ins. diameter, by 48 in. stroke, and one Scotch marine boiler, 10 ft. 6 in. diameter by 11 ft. 6 in. long, built for a working pressure of 150 lbs. It is estimated that a speed of 10 miles an hour will be maintained. The auxiliary machinery will consist of an independent air pump and condenser, electric light plant, and necessary boiler, feed and bilge pumps, and steam steering gear. The vessel is designed as a double-ender, having a rudder at each end. The general appearance of the ends is something like the point of a large dessert spoon, with only sufficient modification to form a proper connection of the stern post to the hull. A very large area of loadwater line has been designed, giving the vessel plenty of stability and carrying power. In outward appearance she will rather resemble the Mayflower and Primrose, but will be 10 ft. longer, 2 ft. more beam over hull, and 12 inches deeper. She will have three decks, with the wheelhouses on the shade deck. A special feature in the new design will be that the windows in the main deck will be kept low, so that passengers sitting can easily see out. The seats are to be arranged longitudinally with promenades between the outside rows facing outboard. The interior finish is to be a studied effect of simple design, finished bright. Sleeping accommodation is to be provided for captain, mate and engineer. Drop gangways are to be furnished, one at each end and two at each side. Life saving and fire equipment will be furnished sufficient to enable the boat to receive a special certificate from the Dominion Government. It is expected that the steamer will be given her trial trip about May 15, 1906.

Manitoba and the Northwest Territories.

Lake Manitoba was entirely frozen over Nov. 2, the earliest date on record. Two steamers were caught in the ice, and it is feared they will be total wrecks by the spring.

The Department of Marine has decided to build a steamer for the use of its officers on Lake Winnipeg. The hull will be built at Selkirk, Man., during the winter. The total cost of the steamer will be \$10,000.

Several of the Lake Winnipeg fleet were caught in the early freeze up, Nov. 1. Seven steamers were reported frozen in at Netley, the City of Selkirk at West Selkirk, and the Rocket and Wolverine out in the lake.

The str. Neptune, which was sent to Hudson Bay to replace the Arctic, returned to St. John's, Nfld., after making the round of the posts to be supplied. She entered Hudson Bay, Oct. 3, and struck on rocks twice during the trip.

The Dominion Government str. Arctic, which has returned to Quebec from Hudson Bay, has been surveyed, and will have her engines and boilers overhauled before she returns in the spring. It is proposed to put the engines into shape to make from 8 to 10 miles an hour.

J. R. Ray, Inspector General of Surveys, Ottawa, started recently from Edmonton, Alta., to inspect the Saskatchewan River, with a view of reporting on its adaptability for navigation, and the improvements required to make it safe. After about 11 days' work and being several times frozen in, the work

was abandoned until the spring, the party having reached Moose, Alta.

Navigation on the Peace River has closed for the season, and Capt. J. M. McLeod of the Hudson's Bay Co.'s str. Peace River, has been spending some time at Winnipeg, and other points. He says the steamer he commands serves a country fully 1,000 miles in length. Last season the company's steamers carried about 100 passengers, including missionaries, geologists, inspectors, traders, etc., into the Peace River country.

B.C. and Pacific Coast Shipping.

J. Knarston has been appointed harbor master for Nanaimo and Departure Bay, B.C., succeeding H. Cooper, resigned.

The B.C. Government is advertising for bids for a steam ferry service between Kelowna and McLennan's Landing, Okanagan Lake.

The tug St. Clair has been seized at Vancouver for towing B.C. logs on which the timber dues had not been paid to U.S. ports. Other tugs are reported to be engaged in this traffic.

The str. Pheasant stranded on her last trip between Hazelton and Port Essington, and had to return to the latter port for repairs. She will be laid up until the opening of navigation of 1906.

The name of the str. Danube, no. 62,279, registered at Victoria, B.C., has been changed by order-in-council to Salvor. The steamer was recently sold by the C.P.R. to the B.C. Salvage Co., Esquimalt.

Navigation on the Yukon River closed Oct. 23, and officials of the White Pass and Yukon route report that for the first time when the last steamer of the season left, there was no freight for Dawson remaining in the warehouses at Whitehorse.

The International Navigation and Trading Co.'s officers and directors for the current year are:—President, H. A. Kennedy; Vice-President, A. H. MacNeill; other directors; P. H. Walsh; Secretary and Treasurer, W. H. Fortier; Manager, R. C. Morgan.

The Mexican Government has given notice to the Collector of Customs at Victoria, B.C., to cancel the register of the schooner Carmencita, which was seized in connection with some illegal movements. The schooner sailed from San Francisco under a temporary registry to go to Mexico, but instead went seal hunting and turned up at Victoria.

A company is in process of formation with the title of the Hartley Bay Lumber, Trading, Towing and Fishing Co., at Hartley Bay B.C. The proposed capitalization is \$30,000, and the promoters are Capt. E. McCroskerie, for a number of years master of one of the C.P.R. Pacific coast steamers, and J. J. Martin, Victoria, B.C. The company intends to carry on lumbering and allied industries, fishing and towing.

J. F. Fraser, Commissioner of Lights, is expected to return to Ottawa early in Dec., from a trip of inspection to British Columbia. Col. Anderson, Chief Engineer of the Department of Marine, and Capt. Gaudin, the Department's agent at Victoria, completed their inspection at the end of Oct. The Department has completed the erection of a new lighthouse at Graeme Point, Malcolm Island, and will erect a wooden lighthouse tower on Denman Island, Baynes Sound. The object of Mr. Fraser's visit is to decide which other aids are necessary, and what improvements in the present lights should be made.

The White Pass and Yukon Ry. Co. on its river division during the year ended Dec. 31, 1904, operated the following steamers:—White Horse, Dawson, Selkirk, Yukoner, Canadian, Columbian, Casca, Victorian, Mary

Graff, Bailey, Zealandian, Anglian, Clossett, Thistle, Australian, Bonanza King, Gleaner, Scotia, La France, and Tasmanian. This latter steamer was sold during the year. It has as barges: Klondike, Hootalinqua, Taku, La Barge, Atlin, Caribou, Sifton, and Sybil, the two latter being dismantled steamers. A summary of the operations of the division appears in the general report of the company.

The investigation ordered by the Department of Marine into the charges made by Capt. Johnson, of the Hudson's Bay Co.'s str. Mount Royal, against Capt. Bonsar, of the Hazelton, was opened at Victoria, B.C., Oct. 23, before Capt. Gaudin. The finding of the court, which was issued Nov. 3, follows: "(1) The Mount Royal, being the overtaking vessel, was in default of non-observance of articles 19 and 24 of the regulations preventing collisions at sea. (2) The Hazelton, after getting under way from the woodpile on the south side, unnecessarily crowded the Mount Royal to the north bank, and I can find no reason for this. When the vessels were clear the Hazelton was in default under article 19 for not keeping clear of the other vessel. (3) Considering the dangerous part of the river in which the vessels were navigating, and in the interval between the first and second impact, I think the masters of both vessels are to blame for allowing the vessels to close in within a distance of forty feet. (4) The captain of the Mount Royal committed a great dereliction of duty by leaving the helm of the vessel and the signals of the engineer unattended during the time of the impact." Captain Johnson proposes to appeal against the finding so far as it affects his conduct.

Among the Express Companies.

The Canadian Ex. Co. has opened offices at Cape Traverse, P.E.I.; Westchester, N.S.; Harcourt, N.B.; Contrecoeur, Que.

The Dominion Ex. Co. withdrew the season of navigation rates from Quebec city to Lower St. Lawrence River points, and to Georgian Bay local ports, from Nov. 14.

The Canadian Ex. Co.'s offices in the Muskoka Lakes district were closed for the winter season, Nov. 1, with the exception of Port Carling, which will be reached by Falkenberg, Ont.

The Newfoundland Ex. Co. issues money orders payable in Newfoundland, Canada, the United States and Europe. The company has four branch offices in St. John's, Nfld.

LeB. Coleman, heretofore route agent Canadian Ex. Co., St. John, N.B., has been appointed city agent at Halifax, N.S., succeeding R. B. Thomas, who resigned in Oct., to enter the Methodist ministry.

The Maritime Ex. Co., has offices at St. John, N.B.; Digby, Annapolis, Lunenburg, Halifax, Yarmouth, N.S., and intermediate points on the Dominion Atlantic Ry., and the Halifax and South-Western Ry. It has also an office at Boston, Mass.

The American Ex. Co. has ceased to operate over the lines of the Pere Marquette Rd., being replaced by the United States Ex. Co. The American Ex. Co. now operates over the Michigan Central Rd., Pontiac, Oxford and Northern Rd., Manistee and Northwestern Rd., Detroit and Mackinack Rd., and the G.T.R. in the U.S.

The Dominion and Canadian Ex. companies have been giving a joint service over the Lake Erie and Detroit River Ry., the Canadian line of the Pere Marquette Rd., the business on the trains being handled by the baggagemen. The Canadian Ex. Co. withdrew from the arrangement Nov. 1, but the Dominion Ex. Co. is still operating.