

tors, C. R. Burgess, J. F. Tufts, G. W. Borden, Wolfville; N. V. & M. Munro, J. W. Salter, Bridgetown; C. E. Dixon, London, Eng. Directors, C. R. Burgess, J. F. Tufts, G. W. Borden.

The Barque Conductor Co., headquarters Wolfville, N. S., capital \$19,200. Incorporators, C. R. Burgess, Wolfville; N. V. Munro, Bridgetown; J. C. Lombard, Kingsport; C. E. Dixon, London, Eng. Directors, C. R. & R. E. Burgess, J. C. Lombard.

The Ship Canada Co., headquarters, Wolfville, N. S., capital \$32,000. Incorporators, C. R. Burgess, Wolfville; N. V. Munro, Bridgetown, T. E. Blagden, Halifax; J. A. McBride, New York City; C. E. Dixon, London, Eng. Directors, C. R. Burgess, N. V. Munro, J. A. McBride.

New Winter Steamer for P.E.I.

The Minister of Marine has awarded to Gourlay Bros. & Co. of Dundee, Scotland, a contract for a steamship to take the place of the Stanley on the winter run between Prince Edward Island & Pictou, N.S. The price is £36,050. The specifications call for a single-screw steamer. Length between perpendiculars, 225 ft.; breadth moulded, 32½ ft.; depth moulded amidships, 20½ ft. The engines are to be of not less than 2,900 h.p. As copious extracts from the original specifications were given in our July issue, pg. 131, we will merely refer to some of the most important changes which have since been made. The extreme draft aft is not to exceed 14½ ft. with all equipments on board, steam up, & 50 tons of coal in the bunkers.

To have a straight stem, forged of the best selected scrap iron, or cast steel with 5% nickel if preferred.

Cellular double bottom not to be made 6 ins. deeper than usual to give better room for cleaning, as originally provided.

Platforms to be provided for four 6-lb. quick firing guns, 2 forward & 1 on each quarter, instead of 2 only. Magazine to be provided 12 x 6 ft., zinc or copper-lined & fitted with sea cock for flooding.

Officer's bridge to be strongly built of steel angles, instead of galvanized angles.

Donkey boiler to be fitted in to stoke hole 5½ ft. diameter by 11 ft. high, 90 lbs. working pressure.

The vessel, when completed & finished, with steam up, 50 tons dead weight, coal & cargo on board, not to exceed in draught 14½ ft. The vessel to be tried at or near Dundee, & over a series of 4 consecutive runs, to ascertain the results as per contract, & that the requirements thereof have been complied with in all respects to the satisfaction of the Minister or his representative. The vessel to be finished in every respect ready for sea, & delivered with compasses adjusted, at Dundee Aug. 31, 1899.

Engines to be not less than 2900 h.p., H. P. cylinder 26 ins. diam., I. P. 41 ins., L. P. 65 ins., stroke 39 ins. Pistons extra deep to dispense with tail rods.

Crank shaft of Siemens-Martin steel, of sufficient increased size, not less than 20% over Lloyd's requirements to give the required strength.

The propeller to be of approved diameter, pitch & surface.

Boilers to be of such dimensions as to supply a constant full pressure of steam of 170 lbs. a sq. in. when the engine is working under the full pressure stipulated of 2900 h.p. Boilers to be fitted with forced draft on the closed stokehold principle, having 2 fans, & capable of working under natural draft at less power when required. The boilers to be designed to obtain the stipulated results with the forced draft.

The Minister has not yet decided on a name, but it is said to be probable the vessel will be called the Minto, after the incoming Governor General.

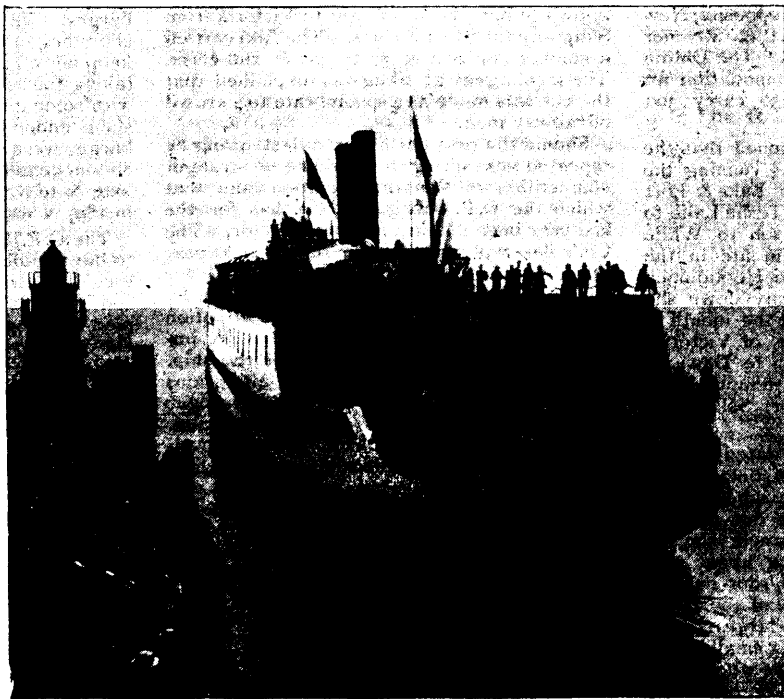
Mr. Tarte on Transportation.

Speaking in Montreal recently, the Minister of Public Works, Mr. Tarte, dwelt at length upon the question of transportation. The deepening of the canals to 14 ft., which he hoped would be accomplished by the opening of next season, would bring the grain fleets from Duluth & the west to Montreal. The

fast line service is not a sinecure, & experience shows that we must at least make efforts without delay to have a line, a business line, if I may so style it, in the sense of which I have spoken. I think this whole question of transportation is the question of the hour. But, you say, money will be needed. No doubt; but the people of this country are a thrifty people. They are also a people of progress & of enterprise. Other people spend money on their harbors. In Boston they are about to add \$20,000,000 to \$50,000,000 already expended. There have been only \$3,000,000 spent on the Montreal harbor as yet. If we want to contend advantageously with our competitors we must have the means."

Freight on the Great Lakes.

The season of navigation on the Great Lakes is, says the Marine Review, of Cleveland, Ohio, of Oct. 8, closing to the entire satisfaction of the vessel interests. The volume of business will again be largely in excess of previous years, & conditions attending the closing months of the season are such as prompt activity in the shipyards, not only in repairs, but also in new ships. The Atlantic Transportation Company, of New York, takes 43 ships (39 barges & 4 steamers) from the lakes to engage in the coal trade on the Atlantic coast. The combined capacity of these vessels is 69,500 net tons. They are all vessels of the past in the matter of earnings when compared with the modern steel ship, but they were nevertheless a factor in lake freights. A conservative estimate as to their capacity for a full season is 1,251,000 net tons of freight. This is based on 18 cargoes in a season for each of the vessels, & that number of cargoes is undoubtedly low when the steamers are taken into account, & when it is understood also that several of the barges—those of the Mack-Becker fleet, for instance—were so engaged that they would carry nearly double that number of cargoes in a season. The loss of these vessels will be felt especially in the coal trade at the so-called out-of-the-



REAR VIEW CAR FERRY SHENANGO, NO. 1.

Parry Sound Ry. was another great avenue of trade to which he had frequently drawn attention. The fight over the improvements to the harbor of Montreal was over, & the completion of those works assured, but more was needed. The channel between Montreal & Three Rivers must be deepened, & the system of buoys, lighthouses & pilotage must be improved. "When we have equipped, as I have told you," said Mr. Tarte, "our railways, our canals & our river route, we will want ships, & the C.P.R. will be obliged, if it wishes to keep its place, to fit up fleets of steamers on the lakes to transport to Montreal the grain received at Fort William. But we will also have to equip the fleets of steamers that will come to Quebec & Montreal in summer, & to St. John & Halifax in winter. I am not quite free to tell my whole mind, but there is one thing at least I may express, the desire to see ships arrive in Montreal like the steamer Canada. Do you not believe, if we had ships at 17 to 19 knots, with passenger accommodation & freight capacity, we should be sure to have an immense current of passenger & freight traffic? The establishment of the

way ports, & in the ore trade at places like Tonawanda, at all of which ports modern dock machinery must be provided to care for vessels of a larger class that will take the place of those leaving the lakes.

The advancing of freight rates, due mainly to a large grain crop, has more than equalled the expectation of vessel owners. Chicago has taken care of all vessels offered for nearly a month past at grain rates based on 1½¢. for corn to Buffalo, & on the northwestern wheat crop, moving through Duluth, a rate of 2¼¢. to Buffalo has been well maintained. Contracts covering 2,000,000 bus. of Duluth & Fort William grain, to be moved to Buffalo during the first half of Nov., were made in Duluth a few days ago at a 2½¢. rate. It was said that 1,000,000 bus. of this grain was taken by the Bessemer Steamship Co. (Rockefeller fleet), but the management of that Co. would say nothing on the subject when inquiry was made regarding the transaction. Sep. ore shipments were about 200,000 tons short of shipments in Sep. of last year, & it is now evident that the output of 14,500,000 gross tons of ore for 1898, figured on some