

of Owen Sound to Sault Ste. Marie in connection with the C.P.R. Later she was taken to Lake Ontario and ran out of Toronto. Finally she was bought by W. J. Brown, of Detroit, Mich., and placed in the excursion business between Toledo, Detroit and Sault Ste. Marie. The first year the venture proved very profitable, and the steamer was brought to Collingwood in 1900, lengthened and practically rebuilt at a cost of between \$25,000 and \$30,000. In 1901 the venture was not so profitable, and last spring she was sold at marshal's sale, bid in by the Detroit Savings Bank, and turned over to the Georgian Bay Navigation Co. for operation.

Manitoba and Northwest Territories.

The str. Josie, belonging to Capt. Deacon, Prince Albert, Sask., is undergoing a thorough overhaul.

H. H. Ross, of Medicine Hat, Assa., has contracted to build two steamers for navigation on the Saskatchewan river between Medicine Hat and Prince Albert, Sask. He built one steamer this season, which was despatched to Prince Albert.

The str. Pathfinder was launched at Prince Albert, Sask., recently by Capt. Deacon. The dimensions of the new steamer are: length, 70 ft.; breadth, 12 ft.; draught, 9 inches. For some time the Pathfinder will be utilized as a tow boat, but will eventually be used for excursion traffic and a general carrying trade on the river.

Capt. F. W. Coates and R. J. Mosher, hitherto associated with the Rainy River Navigation Co., Rat Portage, Ont., have organized a company to operate a line of steamers between Prince Albert, Sask., and Edmonton, Alta. The company will build the hull of a steamer at Prince Albert during the winter and will have the engines constructed at Toronto.

Capt. G. Phillips, of Rat Portage, Ont., Dominion Government steamboat inspector for Western Ontario, Manitoba and the Northwest Territories, has just returned to Edmonton, Alta., after a trip of inspection of the vessels on the Mackenzie river, Peace river and other adjoining waters. He travelled over 5,000 miles and inspected the 12 steamers and other vessels used in navigating these waters.

A new steamer named The Prospector has been launched at Edmonton, Alta., for Twiss Bros. The Prospector is a stern-wheel, wooden steamer, having the following dimensions: length, 70 ft.; breadth, 12 ft.; depth, 4 ft. The wheel is 8 ft. wide and 9 ft. 6 in. diameter, and is driven by a 32-h.p. engine. With 10 tons of coal on board the steamer will have a draught of 12 in., which will be increased one inch for each additional ton. The steamer will provide for a number of passengers, for whose accommodation there is a sitting room 16 ft. by 12 ft.

B.C. and Pacific Coast Shipping.

The Puget Sound Navigation Co. proposes having built a new steamer, 250 ft. long, to run between Victoria and Puget Sound ports.

The Pacific Coast Steamship Co.'s str. Ramona ran into the str. New England at Vancouver, Sept. 2, doing damage to the extent of several thousand dollars.

A number of boats and barges are being built at Victoria for the Pacific Cable Board's cable str. Iris; for use in connection with the cable repair work at Bamfield Creek and Fanning Island.

The steamers of the Dollar Steamship Co., of Victoria, are to be placed on a regular route from Puget Sound ports to Hong Kong, Shanghai and other Oriental ports, returning via San Francisco.

Press reports to the effect that the C.P.R. str. Princess Victoria will extend her run so as to include Tacoma, Wash., are denied by the officials at Vancouver. The steamer will continue on the Vancouver-Victoria run and will, as soon as trade warrants, make two trips a day each way.

The Pacific Coast Steamship Co. is reported to be negotiating with the C.P.R. for the purchase of the str. Charmer, now running between Vancouver and Victoria. If the purchase is made it is proposed to place her and the Ramona on a run between Vancouver and Seattle, Wash., giving a daily service.

Press reports from Seattle, Wash., state that the C.P.R. has in contemplation the starting of a line of steamers to run from Vancouver to San Francisco, calling at Victoria, and that the Princess Victoria will be the pioneer steamer. The Princess Victoria is now on the Vancouver-Victoria run.

The str. Princess Beatrice for the C.P.R. Pacific coast service, was launched at Esquimalt, B.C., Sept. 9. The Princess Beatrice is the largest steamer ever constructed in a B.C. yard, her dimensions being: length, 212 ft.; breadth, 36 ft.; depth, 25 ft.; tonnage, — gross, 1,500 tons, net, 900 tons. The hull is of wood, and she is to be fitted with two smoke stacks and one pole mast. Her engines are of the triple expansion type, and are expected to develop 4,000 h.p. She will be fitted to carry 100 first-class passengers and a large number of intermediate passengers, and 700 tons of cargo. The Princess Beatrice is intended for the run between Vancouver and Alaskan ports.

The initial trip of the C.P.R. str. Princess Victoria, from Victoria to Vancouver, was made recently, the time occupied being 3 h. 48 min., beating the previous record of 4 h. 1 m., held by the Moana, of the Canadian-Australian line. The C.P.R. entertained a company of representative men on board for the trip, and after luncheon Capt. Troup gave some particulars regarding the history of the company's connection with the route. He said in 1892 the C.P.R. had tried to build, and did build, a steamer for the people of Victoria for service with Vancouver. Then the company received a round robin from the merchants of Victoria threatening dire consequences if the steamer was placed on the route, and yet the people of Victoria wondered why the C.P.R. had not been kinder to them. After that experience Sir Wm. Van Horne, the then President, would have nothing further to do with a service to Victoria. Then, in 1898, the company decided to put a car ferry service on between the mainland and Victoria, but the fact that the principal shareholders of the C.P.N. Co. being Victoria people, the company refrained from doing so. Then in 1901 the C.P.R. acquired the C.P.N. stock *holus bolus*. Then Sir Thos. Shaughnessy decided that the service between Victoria and Vancouver was not sufficient, and the present steamer was decided upon. The steamer, so far as her internal fittings and decorations are concerned, is not completed, but so much has been done, that ample accommodation will be provided for the regular traffic. The work of completing the decorations will be carried on as quickly as possible, the steamer meanwhile keeping up the regular daily service.

The C.P.R. has arranged to operate a line of steamers between St. John, N.B., and Antwerp, the first sailings to be early in Dec.

The Allan Line is having built in Belfast a new steamer, to be ready in Aug., 1904. She will be a seventeen knot steamer, 12,000 tons gross, and have accommodation for 250 saloon, 250 second cabin, and 1,000 steerage passengers.

The high cost of repairs to vessels in Canada is given as the reason for the removal, after temporary repairs had been made, of the str. Manchester Trader to Great Britain, for complete repairs. The Manchester Trader had been ashore near Quebec.

One of the steamship companies in which Sir Chris. Furness is interested is reported to be considering the possibilities of establishing a line of steamers to Hudson's Bay. The company, it is reported, would utilize on the new line steamers that are out of date on its Atlantic lines.

The Lacoste ship brake was given a test at Montreal Sept. 10, for the benefit of the officers of the British and French men-of-war in port. The test was a successful one, and the two Admirals stated that the invention would be brought before the notice of their respective governments.

The C.P.R. str. Empress of India, on a recent trip to Hong Kong, ran down and sunk a Chinese cruiser. The C.P.R. liner, which was somewhat damaged by the collision, rescued 170 of the crew of the warship. It was estimated that the repairs to the Empress of India would cost over \$20,000.

A subsidy of \$133,333.33 a year for 10 years has been voted by the Dominion Parliament to establish a regular steamship service between Canada and France. It is proposed to make 24 round trips a year, and that four steamers, each of 4,000 tons capacity, will be put on the route. The service will be commenced April 1, 1904.

A press report from Liverpool, Eng., states that the White Star, Dominion and American Lines, controlled by the International Mercantile Marine Co., will shortly cease to be operated as independent lines. The amalgamation will be under the White Star flag. The American line runs its steamers from New York into Southampton, and the other two have their British terminal at Liverpool, operating from New York, Boston, and Montreal and Halifax.

The committee of Lloyd's Register of Shipping has issued its new rules for the building and classification of steel, wood and composite yachts. To aid them in revising the rules the committee invited suggestions from yacht builders in Canada and the U.S., as well as from Great Britain, etc. A new scantling basis has been adopted for all types of yachts in which the length of the bilge diagonally has been introduced, in order to insure that the finer yachts shall have a smaller scantling than those of the fuller form. Not only has the basis of the yacht rules been modified, but considerable additions and extensions have been made both in regard to the details of requirements as well as in the tables for the various descriptions. For survey and classification of yachts the society's surveyors number 300, and are stationed at the principal ports in England and abroad.

Among the Express Companies.

A. K. Cox has been appointed agent Western Ex. Co. at Houghton, Mich., succeeding W. D. McIntosh, promoted.

H. Sanford, vice-President of the Adam's Express Co., died at Bridgeport, Conn., on Sept. 6, from the effects of a stroke of apoplexy which he suffered while at his summer home at Newcastle, Ont.

W. D. McIntosh, heretofore agent Western Ex. Co. at Houghton, Mich., has been appointed route agent in charge of offices on Duluth, South Shore and Atlantic Ry., and on the Minneapolis, St. Paul and Sault Ste. Marie Ry., east of St. Paul, Minn., succeeding T. E. Foard, who resumes the agency at Sault Ste. Marie, Mich. Office, Marquette, Mich.