

ain and the tender of Gourlay Brothers & Co., Dundee, was accepted. The Minto was built according to plans & specifications prepared by M. P. McElhinney, Nautical Adviser of the Department. She was launched July 12, 1899, equipped & made ready for sea on Sept. 13. The Captain, first officer & second engineer, together with 20 men were sent from Charlottetown to Dundee to bring her out. The crew was increased by a few men who signed articles in Dundee. The Minto left Dundee Sept. 14, 1899, & arrived in Charlottetown Sep. 25, having experienced a rough passage in which her good sea-going qualities were proved. The speed attained was 16 knots on her trial trip & 14 at sea. The engines are triple expansion, having cylinders 26, 41 & 65 ins. diameter; the stroke is 39 ins. The vessel has improved corrugated furnaces fitted with force draught which can be used as required. The stern has been specially designed for backing in the ice, with an ice cutter to protect the rudder stock, the rudder is of solid cast steel. The vessel is provided with water ballast tanks in the bottom & trimming tanks forward & aft, & equipped with a special engine & pump for this purpose. Experience has been gained by the service of the Stanley & in designing the new steamer improvements were kept in view. Instead of berths as in the Stanley, 8 state-rooms are provided, with 2 berths & a lounge in each. One specially large stateroom is fitted up with beds & other conveniences. The dining saloon is sufficiently spacious & neatly furnished, upholstered & well lighted with incandescent electric lamps. Part of the saloon is furnished specially for the comfort of ladies, & has the latest improvements in heating apparatus. The main objects, however, have

been to secure strength of hull & powerful engines.

The Brant is a new wooden steamer 100 ft. long over all, 19 ft. in breadth & 8 ft. depth; her tonnage is 141 gross & 57 net. The Brant is commanded by Capt. D. Makinnon, & has a crew of 12 all told. The steamer was built in Charlottetown for a supply steamer for the Prince Edward Island lighthouse service & other work. The hull was built under Lloyd's inspection to class 10 years & the vessel's bottom is sheathed with muntz metal. The engine is of the compound expansion surface condensing type; cylinders, high pressure 14 ins. & low pressure 28 ins., both having a stroke of 22 ins. The Brant was launched June 10, 1899, but was not completed at that period. The machinery, equipment & furnishings were placed on board, which enabled the steamer to enter upon the work of carrying lighthouse supplies during the season of 1899. The total cost is about \$19,000. She is fitted up with good accommodation for the officers & men, she is substantially built & is a very serviceable steamer. Her engines have worked well from her trial trip, giving a speed of 9½ knots per hour with a small consumption of coal.

The Shamrock is a steam barge 117 ft. long, 25 ft. in breadth & 9 ft. 7 ins. in depth; her gross tonnage is 237 & net tonnage 161. She has a crew of 12 all told, including U. P. Boucher, who is in charge of the steamer & directs her movements. The sailing captain is S. Savaugeau. The Shamrock is used entirely in the buoy service in the ship canal between Montreal & Quebec. She was constructed specially for this service at Quebec, & was launched in 1898. She was purchased in the spring of 1899 for \$21,500, which included equipment & furnishings.

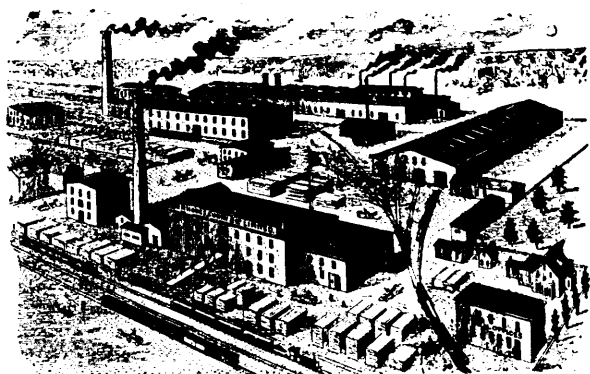
The cost of maintaining the Dominion steamers for the year was \$145,270.75.

The total number of casualties to British & Canadian sea-going vessels reported to the Department, as having occurred in Canadian waters & to Canadian sea-going vessels in waters other than those of Canada, during the year ended June 30, 1899, was 255, representing a tonnage of 88,820 tons register, & the amount of loss, both partial & total, to vessels & cargoes as far as ascertained, was \$542,890. The number of casualties to inland vessels was 15, tonnage 3,861, loss \$106,750. The number of lives reported lost in connection with the casualties was 53.

The number of steamboats reported in the Dominion is 1,427. Of these 112 are new, the gross tonnage being 236,257.93. Owing to the increase of tonnage of steamers, mainly caused by the Yukon trade, & the additional work of inspecting steamers without certificates, not registered in the Dominion, the work of inspection has been increased in most of the divisions. A new inspector of machinery, who is also inspector of hulls, was appointed in British Columbia.

Several attempts were made at Hazel Hill, N.S., where the pigeon loft is now situated, to train & fly some of the birds for use in the Sable Island service. The results were not satisfactory, as a number of pigeons were lost & others returned to the loft in a dying condition. This service will be discontinued.

By the provisions of the Consolidated Statutes, chap. 83, an Act respecting the Coasting Trade of Canada, no goods or passengers can be carried by water from one port in Canada to another except in British ships, but the Governor in Council may, from time to time, declare that the Act shall not



Car Wheels, Castings, Forgings, &c. AMHERST, NOVA SCOTIA.

**Rhodes,
Curry & Co.,**
Ltd.,

**Railway and
Street Cars**

of all descriptions.

Special Cars for Coal, Ore,
Lumber, &c., with Ball-
Bearing Wheels.

To Los Angeles and Southern California.

Every Friday night, at 10.35 p.m., a through Tourist Car for Los Angeles and Southern California leaves the Chicago, Milwaukee & St. Paul Railway Union Passenger Station, Chicago, via Omaha, Colorado Springs and Salt Lake City, for all points in Colorado, Utah, Nevada and California.

In addition to the regular Pullman porter, each car is accompanied by an intelligent, competent and courteous "courier," who will attend to the wants of passengers en route. This is an entirely new feature of tourist car service and will be appreciated by families or by ladies travelling alone. Particular attention is paid to the care of children, who usually get weary on a long journey.

These tourist cars are sleeping cars supplied with all the accessories necessary to make the journey comfortable and pleasant, and the berth rate (each berth will accommodate two persons) is only \$6.00 from Chicago to California. Ask the nearest ticket agent for a tourist car folder, or address A. J. Taylor, Canadian Freight and Passenger Agent, 8 King Street East, Toronto, Ont.

GUIDE To WINNIPEG, MANITOBA, TERRITORIES.
STOVEL'S
RAILWAY and STEAMSHIP
TIMETABLES,
MAPS, Etc.
At Bookstores.
On Trains.
5c. **POCKET DIRECTORY.**

TORONTO ENGRAVING CO.
DESIGNERS, ENGRAVERS,
ELECTROTYPERS.
92 BAY ST.

All Cuts used in the RAILWAY
AND SHIPPING WORLD,
and owned by the Publishers, are
.....For Sale.

JOHN S. METCALF CO., Engineers, Grain Elevator Builders, 1075 W. FIFTEENTH STREET, CHICAGO, ILL.

A partial list of elevators which have been designed and constructed by us and under our supervision.

Burlington Elevator, St. Louis, Mo.	Capacity	1,300,000 Bushels
Grand Trunk Elevator, Portland, Me.	"	1,000,000 "
Export Elevator, Buffalo, N.Y.	"	1,000,000 "
J. R. Booth Elevator, Depot Harbor, Ontario	"	1,000,000 "
Cleveland Elevator Company's Elevator, Cleveland, O.	"	500,000 "
Erie R. R. Transfer & Clipping House, Chicago, Ill.	"	100 cars in 10 hrs.
Manchester Ship Canal Co.'s Elevator, Manchester, Eng.	"	1,500,000 "
Burlington Elevator Co., Peoria, Ill.	"	500,000 "
Canada Atlantic Railway Elevator, Coteau Landing, Que.	"	500,000 "
Northern Grain Co., Manitowoc, Wis.	"	1,350,000 "
Union Elevator, East St. Louis, Ill.	"	1,100,000 "
Montreal Warehousing Co.'s Belt Conveyor System		

We make a specialty of furnishing **PLANS AND SPECIFICATIONS.**