

urged, are an additional tax upon shipping and work against the development of the Canadian shipping trade. The receipts from tolls on the Welland and the St. Lawrence canals represent about one-fifth of 1% on the capital expended, and form so small an item in the general revenues of the country that its loss would not be apparent, while the benefit to the Canadian shipping trade would be considerable. The Kingston Board of Trade has invited other Boards of Trade to join in asking Parliament for legislation along the lines suggested and to be represented by a delegate at the meeting on April 7.

Shipping Matters.

The Canadian Pacific Ry., Sir Thos. Shaughnessy says, does not propose adding to its Pacific fleet at present. Additional steamers are to be added to the recently acquired Atlantic fleet, and it is said that A. Piers, the Co.'s General Superintendent of Steamships, will place orders for three or four large steamers while he is in Great Britain.

The Merchants Line, managed by Jacques & Co., of Montreal, have completed arrangements for operating an additional line from Montreal to Port Arthur, calling at Toronto, Hamilton, Windsor, Sault Ste. Marie and Fort William. This line will consist of three screw steamers: The Advance, built at St. Catharines in 1884, and having a register tonnage of 358 tons; the Glengarry, rebuilt at Kingston in 1886, and having a register tonnage of 438 tons, and one under construction in Scotland. It is understood that this steamer is the Wahconda, launched at Port Glasgow, Scotland, Mar. 13, for the New Ontario Steamship Co., in which Mackay Bros. are interested. This company is having a second vessel built at Port Glasgow to be ready by Sept. 1.

In 1901 several branches of the Canadian Order of Masters and Mates were organized in Toronto, Parry Sound, Collingwood, Midland, Penetanguishene, Owen Sound and Sarnia. Recently a Grand Association for Canada was formed with the following officers: Grand President, J. Wilson, Collingwood; Grand Vice-President, W. C. Jordan, Collingwood; Secretary, W. Ireland, Parry Sound; Grand Treasurer, M. McKay, Owen Sound; Grand Conductor, M. Leroux, Midland; Grand Tyler, W. Bell, Penetanguishene; Grand Auditors, G. H. Playter and A. McIntyre, Collingwood. Toronto and Sarnia did not send representatives to the meeting at which these officers were elected. Since this meeting was held an additional branch has been formed at Kingston. One of the objects of the association is to prevent improperly qualified men obtaining certificates. It is claimed that incompetent men have been given certificates enabling them to command steamers. While nominally in command these officers invariably hire a competent man to do the navigating.

The Canadian Lake and Ocean Navigation Co., which placed the four turret type steamers on the upper lakes in 1902, will add three new steamers to the line this season. These steamers are being built at different yards in England and will be named after three of the directors of the Co., but which of them has not yet been decided. Delivery will be made early in the summer. In connection with this line there will be operated, but owned independently though under the management of W. Petersen, President Canada Lake and Ocean Navigation Co., a line of steamers between Montreal and Quebec and Rotterdam. The inwards cargo of these steamers will be steel rails for the Canadian Northern Ry. Co., for which W. Mackenzie, the President, says 40,000 tons have been ordered. Return cargoes of grain are to be provided at Montreal and Quebec, and will be transport-

ed from Port Arthur via the Canadian Lake and Ocean Navigation Co.'s fleet to Depot Harbor, and thence over the Canada Atlantic and Great Northern lines of railway. The first steamer of this line sails from Rotterdam April 15.

Recent Manitoba Legislation.

The Manitoba Legislature passed the following acts relating to transportation interests at the session which closed Mar. 18:

Amending an act providing for the construction of a railway from Brandon northwesterly to the western boundary of the province by the Railway Commissioner, by authorizing the construction of an additional line from Darlingford southwesterly 10 miles.

Providing for the construction of a number of branch lines by the Canadian Northern Ry.

Incorporating the Avondale-Brandon Central Ry. Co.

Respecting the Manitoba Cement Co.'s railway.

Incorporating the Midland Ry. Co. of Manitoba.

Incorporating the Minnedosa Power Co.

Amending the Municipal Electric Light, Gas and Telephone Act.

Incorporating the Portage and South Western Ry. Co.

Incorporating the Riverside Park Ry. Co.

Incorporating the Western Extension Ry. Co.

Amending the act incorporating the Winnipeg and Fort Alexander Ry.

Canadian Shipping on the Pacific.

The securing of the whole of the freight-carrying trade of Canada for Canadian bottoms is a question in which all shipping and railway men are specially interested. Every effort put forward to this end is met with the steady opposition of the U.S. shipping interests, and those residing in Canada who are interested in handling its traffic. An instance of the manner in which Canadian freight is handed over to be carried from a Canadian port to another part of Canadian territory is to be found on the Pacific coast, where the great bulk of the freight for the Yukon is carried from Vancouver, B.C., in U.S. steamers to Yukon ports. Two reasons why this is the case are urged: one, the scarcity of Canadian bottoms on the coast, and the other, the U.S. coasting regulations restricting the ports in Alaska to which Canadian vessels may run. It is hardly to be expected that there will be any increase in the number of Canadian vessels on the Pacific coast, if the Canadian coasting regulations continue to permit U.S. vessels to load freight at Vancouver and Victoria intended for Dawson and other points in the Yukon territory. The order-in-council passed in Jan. directed that goods taken from one part of Canada to another, even when transported through U.S. waters, should be carried in Canadian vessels. If its operations had been made applicable all over the Dominion it would have been sufficient to have diverted a considerable trade from U.S. to Canadian steamers, but the Department of Customs has given notice that the new order is not at present intended to interfere with the transit privileges now accorded U.S. vessels on the Pacific coast. A Pacific coast paper says that 80% of the shipments of Canadian goods to the Yukon territory are carried in U.S. vessels. If there was any attempt at a reciprocal arrangement by which Canadian vessels were accorded privileges in U.S. waters, in or around Puget Sound, or in Alaskan waters, there would be some ground for continuing the present arrangement, but seeing that the U.S. waters are strictly closed to Canadian coasting vessels, the concession is a one-sided one.

When Canadian steamship owners are assured by law that they will have the Canadian carrying trade then the number of Canadian vessels on the coast will increase, but it is doubtful if they will until then.

Incorrect Government Maps.

The Department of Railways and Canals publishes, in connection with its annual report, a series of maps showing the various railways and canals in the Dominion. The value of maps rests in their absolute accuracy to the date of their preparation. No date is mentioned on the maps, but it may be taken for granted that they are intended to show the railways as they existed on June 30, 1902. The first map purports to show the Dominion with the lines of railway indicated thereon. The Dominion is shown accurately enough, but the lines of railway as shown would not count up to anything like the mileage which the report shows to have been constructed up to June 30, 1902. The scale to which the map is drawn is too small to give the lines fully, and even those that are given do not accurately convey the information sought to be given. For instance, there is only one main-line shown as running between Montreal and Windsor, via Toronto, and this is lettered G.T.R., whereas the C.P.R. also has a line from Montreal to Windsor; the G.T.R. also has a line from Toronto to Sarnia, Ont., but this is not shown, neither are large numbers of branch lines, and the whole of the small lines throughout the Dominion. That this is not an old map, issued because it has always formed part of the report, is shown by the fact that the Canadian Northern Ry. is shown to have a railway stretching from Port Arthur, Ont., very near to Prince Albert, Sask. If this map is to be published in future it should be prepared on a sufficiently large scale to permit all the lines to be shown; but perhaps the best plan would be to drop it altogether, and perfect the five sheets, giving the lines on a larger scale, in such a way that when pasted together they would form a good railway map. The lines as shown on these sheets are by no means correct, there are a number of omissions of lines in operation, while others are included which have not been placed in operation. The transportation interests of Canada are waiting the production by the Government of a reliable map showing not only the railways, but the whole of the navigable waterways of the Dominion in relation to the railway system and to the ocean.

Toronto City and Suburban Railways.

The report of W. T. Jennings, M.I.C.E., presented to the Toronto City Council recently, on the radial and city railways, has been issued in pamphlet form. It contains a large amount of interesting information, and we regret that pressure on our space prevents us reproducing considerable portions of it.

The first section of the report deals with the suburban electric railways and the city railway. It is pointed out that the present city system is contained in an area seven miles long and 2½ miles deep from the lake side; that the suburban lines projected will in time be extended so as to cover the small towns and growing villages round about Toronto. With the exception of the Metropolitan Ry., the city and suburban electric railways are 4 ft. 11 in. gauge. A number of suggestions are made for extending the city lines, the most important being from Sunnyside, westerly by a new driveway into High Park. The routes mapped out for giving an entrance to the city of the different suburban lines, and enabling them to reach St. Lawrence market are:

TORONTO AND MIMICO Ry.—By changing the present location at Grenadier pond and cross-