

was announced in our last issue, has placed an order with the Doty Engine Works Co., Goderich, for the construction of a steel passenger steamer for service on Lake Temiskaming. She will be equipped with fore and aft compound engine and Fitzgibbon boiler, and will be capable of a speed of 14 miles an hour. Her dimensions will be: Length, 85 ft.; beam, 17 ft. It is expected that she will be completed in June.

The steamboat Aletha, owned by Mrs. A. Roys, Kingston, has been sold to the Quinte Navigation Co., Picton. The price stated to have been paid is about \$8,000. The vessel is being overhauled and put into good condition for the season. She is under charter to the Lake Ontario and Bay of Quinte Navigation Co., Kingston, for the spring and fall, on the Kingston-Belleville run, and will probably be operated on the bay route during the summer, relieving the Quinte Navigation Co.'s steamboat Brockville.

The Brockville Transportation Co., Brockville, Ont., has purchased the steamboat Bermuda from J. Davidson, Bay City, Mich., and will operate her under the U.S. flag, anywhere between Quebec and Duluth, Minn. She is a wooden vessel, and is said to be probably the only one operating on the lakes rated 100 at Lloyd's. She was built by Capt. Davidson in 1907, her dimensions being: Length, 220 ft.; breadth, 41 ft.; draft, 14 ft.; tonnage, 1,312 gross, 1,079 net, and has capacity for 60,000 bush. of grain.

The Richelieu and Ontario Navigation Co.'s s.s. Brockville has been thoroughly overhauled and lengthened by 17.6 ft., making her total length 197.6 ft. The stateroom accommodation has been increased to 60 rooms, and a large observation cabin on the hurricane deck, as well as a large promenade space, have been added. She has also had new engines and boilers installed. The name of the vessel is to be changed to Rapids Queen, and she will be operated during the season in conjunction with the Rapids King.

The Richelieu and Ontario Navigation Co. has placed an order in Detroit, Mich., for the construction of a twin-screw steamer. The contract provides that the vessel shall be modern in every respect, with 150 staterooms, supplied with running water; 10 parlor rooms, fitted with shower baths, etc.; dining, smoking, library, and music rooms, with observation deck, to all of which special attention is to be paid. When completed, the vessel will be operated between Lake Ontario ports and the Thousand Islands.

The Huntsville, Lake of Bays and Lake Simcoe Navigation Co., during the past year, made considerable additions and improvements to its property. Docks have been erected and telephone connections made between the important resorts in the district. The retiring directors were re-elected at the recent annual meeting. Following are the officers for the current year: President, C. O. Shaw; Vice-President, H. F. Chaffee, Toronto; General Manager, S. H. Jacobs; Secretary and Assistant General Manager, W. J. Moore; Treasurer, J. McKee.

The Western Dry Dock and Shipbuilding Co., Ltd., has been incorporated under the Ontario Companies Act, with a capital of \$1,000,000, and office at Toronto, to carry on the business of a dry dock company, and in connection therewith to construct or otherwise acquire graving and other docks, etc., for the building, repairing and docking of vessels; to carry on a general shipbuilding business, and to build and operate vessels of all kinds. The provisional directors are: J. H. Spence, C. E. H. Freeman, A. Singer, Toronto. It is reported that the company intends to construct a dry dock at Port Arthur.

Replying to questions in the House of Commons, Mar. 3, the Minister of Railways

and Canals stated that the expenditure on the Newmarket canal, on the Holland River, to Mar. 31, 1908, amounted to \$31,444.26; and that from April 1 to Dec. 31, 1908, there had been expended \$156,873.65. The following contracts had been let for the work now in progress: For construction of sec. 2, let to J. Riley and assigned to the York Construction Co., \$652,009.50; for cement, two contracts to the Lakefield Cement Co., at \$26,000; and to the Hamilton Bridge Co., for three bridges, amount of contract \$17,792. The contracts for section one had not been let.

An order-in-council has been passed, making regulations for the governance of a ferry across the narrows of Lake Temiskaming, to be known as the Old Fort Temiskaming Ferry. These provide that the limits of the ferry shall extend, on the Ontario side, one mile above and one mile below a point near the old Fort Temiskaming, and on the Quebec side, one mile above and one mile below the Old Mission. Suitable landing stages must be provided, subject to the approval of the Inland Revenue Department. The licensee shall provide a suitable vessel for the conveyance of passengers, cattle and ordinary vehicles, and during the season of navigation shall run as often as may be found necessary for the public convenience, daily from 6 a.m., the number of such crossings to be determined from time to time by the Inland Revenue Department. The boat shall be placed on the route on or before May 1, and the license shall be granted for 5 years from May 1, 1909.

Manitoba, Saskatchewan, Alberta, Etc.

The Pioneer Navigation and Sand Co. is reported to be arranging to build large docks at the foot of Grove St., Winnipeg.

The Northern Dredging Co., Ltd., with headquarters at Chicago, Ill., has been registered under the Northwest Territories Ordinance respecting foreign companies, to carry on business in Alberta.

A contract for the machinery for a steamboat, now under construction for the Fisheries Department, to be utilized on Lake Winnipegosis, has been placed with the Doty Engine Works Co., Goderich, Ont.

In connection with the recent failure of A. Booth & Co., Chicago, Ill., who were intimately connected with several fishing companies in Canada, W. V. Booth, President, and F. B. Robbins, Assistant Treasurer, have been indicted for conspiracy to defraud the Continental Bank of Chicago of \$300,000.

It is announced that a new steamboat will be in operation on the Red River this season. John Hyland is having built, at St. Boniface, Man., a vessel 185 ft. long, 44 ft. beam, with a draught of 4½ ft., and equipped with engines capable of developing a speed of 18 miles an hour. Cabin accommodation is being provided for 50 passengers, while for excursions, etc., there is to be ample accommodation for a large number. The first trip will be made about May 1.

A press report states that a company is being formed in Calgary, Alta., to operate a steamboat on the Bow River. It is said that a vessel is to be built with a flat bottom and arrow stern wheel, and to be specially adapted for use on the rapid and shallow waters of the river. Power will only be required when running against the current, and in a contrary direction a brake will be utilized. The boat will be run between Calgary and St. George's Island, with afternoon trips to other points.

The concrete work in connection with the works at St. Andrew's Rapids, near Winnipeg, is reported to be nearly completed, the work having been carried on

throughout the winter. The steel for the superstructure has not arrived, and the wood for the lock gates has also been delayed, so that the gates will not be completed until after the spring floods. A. Dufresne, Resident Engineer, is reported to have said recently that the locks would be opened for light draught vessels as soon as the ice breaks.

B.C. and Pacific Coast Marine.

A steamboat is reported to be under construction at Victoria for excursion passenger service on the Victoria Arm.

Capt. T. Whelan, formerly of Foley, Welsh & Stewart's steamboat Caledonia, and later of that firm's steam tug Lottie N., was drowned in Burrard Inlet recently.

The British ship Lord Shaftesbury, while proceeding down the Fraser River for Sidney, in tow, with lumber, recently, grounded on a sandbar, and was subsequently laid up at New Westminster for examination.

Foley, Welsh and Stewart, G.T.P.R. contractors, are constructing a stern-wheel steamboat at Victoria, similar in design to their steamboat Skeena, for operation on the Skeena River in supplying their construction camps.

Application has been made to the Governor-General in Council, by E. Mener, New Westminster, B.C., for approval of a site for the construction of a wharf and marine slip on the north shore of Lulu Island, on the north arm of the Fraser River.

The Dominion Fish Co., Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$75,000 and office at Vancouver, to carry on a general fishing business, and in connection therewith to own and operate boats, vessels, wharves, etc.

The Vancouver Industrial and Development Co., Ltd., has been incorporated, with a capital of \$250,000 and office at Vancouver, to carry on a mining and quarrying business, and for the purposes of the business, to own and operate steam and other vessels.

The Canadian and Foreign Commission and Export Co., Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$20,000, to carry on a general commission business, and in connection therewith to own and operate steam and other vessels for carrying passengers and merchandise.

MacKay, Smith, Blair & Co., Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$300,000 and office at Vancouver, to carry on a general mercantile business, to own and operate steam and other vessels, and to receive goods as wharfingers, warehousemen and carriers.

The Puget Sound Navigation Co. is considering plans for the construction of a fast turbine steamboat for service between Seattle, Wash., and British Columbia. The plans show a vessel 250 ft. long, with accommodation for 1,500 passengers, and capable of a speed of 21 knots an hour. It is proposed to have the vessel in operation by 1910.

The C.P.R. has, we are officially advised, decided to install wireless telegraph apparatus on all its B.C. coast steamships, but no decision has been arrived at as to which system will be utilized. Preparations are now being made for installing a system on the s.s. Princess May, and the Princess Royal will probably be dealt with immediately afterward.

The Banfield Creek motor lifeboat, which was built last year at Bayonne, N.J., for the Dominion Government, at a cost of about \$15,000, was recently taken to Victoria, almost a total wreck. It appears that she was left near the life saving station, improperly moored, and, during a slight storm, broke loose and was driven on the rocks at Robbers Island.