

towed out of danger, but the G.T.R. freight sheds were considerably damaged. The City of Collingwood was valued at about \$60,000 and was fully insured. The G.T.R. loss is estimated at \$10,000. The City of Collingwood was a screw steamer constructed of wood, in 1893, at Owen Sound, Ont., having the following dimensions: length, 213 ft.; breadth, 34 ft.; depth, 12½ ft.; tonnage—gross, 1,387 tons; register, 893 tons. She was fitted with engines of 107 nominal horse power.

Our Winnipeg correspondent wrote on June 15: "The lake freight business during the past month has been fairly satisfactory to the bulk carriers even in the face of a poor demand for tonnage from the grain trade, as the coal and ore movement for Canadian vessels has so far this season been the best in the history of the lake trade, the steel rail movement taking care of the surplus tonnage to the entire satisfaction of all concerned. The general results have been so satisfactory to vessel men that no less than three new steel steamers with a combined capacity of about 250,000 bush. of wheat are now on order in Great Britain for fall delivery on the Great Lakes, and even with this additional tonnage, the old cry of the grain shippers, of lack of Canadian vessels, will again be heard in the West if the present crop prospects are maintained. The question of more elevators at Eastern ports was brought to the attention of the transportation commission at its recent Winnipeg sitting, and evidence produced showing that the early blocking of the present Ontario elevators last fall, lost a majority of the grain carriers one trip, equivalent to 2,500,000 bush., at the season of the year when most important. This blocking has the effect of driving a large percentage of even a moderate crop to United States channels. The package freight business is also good westbound, and shows some slight signs of improvement eastbound. Rates to Georgian Bay ports 1½c., and to Montreal 3½c. to 4½c., according to the need of the tonnage offering."

The Temagami Navigation Co. has been incorporated under the Ontario Companies' Act with a capital of \$50,000 and offices at Toronto, to carry on a general navigation business, and any other businesses that may be carried on in connection therewith. The provisional directors are—J. E. Russell, S. Hall, J. M. Sinclair, J. Munro, J. J. Main, and A. H. Jeffrey, of Toronto. The object of the company is mainly to place steamers on the Temagami Lake and adjacent waters which, since the opening of the Temiskaming and Northern Ontario Ry., have been attracting an increasing number of tourists. Among those principally interested in the company are, F. B. Polson, J. B. Miller, J. J. Main, and A. H. Jeffrey, all of the Polson Iron Works; J. E. Russell, and J. M. Sinclair, Toronto. The company has acquired two steamers, the Bobs and the Wanda, the former of which has already been transferred from Parry Sound to Temagami Lake. The Wanda, which it is proposed to rename the Temagami, will be taken in by rail from Muskoka early in July, when the Polson Iron Works has delivered a faster yacht which it is building for Mr. Eaton. The Bobs is a screw steamer, hitherto owned by the Parry Sound Lumber Co., and was built at Toronto, 1900, her dimensions being: length, 66 ft.; breadth, 10.5 ft.; depth, 5 ft.; tonnage—gross, 38 tons; net, 26 tons. She is fitted with engines of 6 n.h.p. The Wanda is a screw steam yacht, hitherto owned by T. Eaton, Toronto, and was built there by the Polson Iron Works, 1898. The dimensions are: length, 53.5 ft.; breadth, 8.1 ft.; depth, 4 ft.; tonnage—gross, 12 tons; register, 8 tons. She is fitted with engines of 10 n.h.p. A. H. Jeffrey is manager of the company, and Capt. F. Mackay, of Lefroy, has been appointed local manager at Temagami station.

### B.C. and Pacific Coast Shipping.

F. J. Hart & Co., New Westminster, B.C., have been appointed agents there for the Pacific Coast Steamship Co.

At the opening of navigation on the Yukon River, June 1, there was awaiting transportation at Whitehorse, over 3,000 tons of general merchandise.

A steam barge built at Vancouver, B.C., for Capt. J. McDowell, was launched May 26. She is 71 ft. long, 16 ft. beam and 7 ft. depth of hold.

The Dominion Government has let a contract for the construction of a no. 6 order lighthouse at Poulteney point, Malcolm Island, to — Frost of Nanaimo.

The C.P.R. str. Princess Victoria was placed on the Vancouver-Victoria-Seattle run for the season June 1. She makes 340 knots during the round trip, which is made every 24 hours.

A launch for the Vancouver Power Co. was launched at Vancouver at the beginning of June. She is 38 ft. long, with a breadth of 7 ft., and is propelled by twin screws, driven by two 15 h.p. motors.

B.C. press reports state that the C.P.R. will begin the construction at an early date, of a steel steamer for the Nelson-Kootenay Landing run. The steamer, it is stated, will cost \$150,000 and will be built at Nelson, B.C.

Capt. Gaudin, agent of the Department of Marine, has been directed to hold an investigation into the conduct of Capt. Bonser, formerly of the str. Hazleton. The charges made include an alleged attempt to ram a rival steamer on the Skeena River.

A rate war has been started on the Fraser River between the C.P.R. str. Transfer and the Pheasant, the first named having cut the rates. On June 6, the new rates—25c. one way for passengers, and 75c. a ton for freight between New Westminster and Delta points—went into effect.

The str. Le Roi has hoisted the Canadian flag, under the command of Capt. Kickham, and the management of H. A. Jones. Her dimensions are: length, 126 ft. 8 in.; breadth, 21½ ft.; depth of hold, 12 ft.; registered tonnage, 133 tons. She is fitted with triple expansion engines, 11 in., 20 in., and 32 in., diameter, by 23 in. stroke, having 5.13 nominal horse power.

Capt. C. P. Marshall, who has been in command of the C.P.R. Pacific steamer Empress of India, since she was placed on the service in 1891, has retired, and is succeeded by Lieut. Bleetham, R.N.R., heretofore master of the C.P.R. str. Tartar. Capt. Marshall has been appointed a member of the Elder Brethren of Trinity House, the corporation which has charge of the lighthouses round the British coast.

The Minister of Marine recently stated in the House of Commons that the British Government had given over to Canada the work of the hydrographic surveys on the Pacific coast. It was of great importance, he said, that this work should be proceeded with, especially to prepare the way for traffic to Port Simpson. In 1904 a party of inspection had the misfortune to have their vessel run on an uncharted rock.

The recently appointed shipping master at Victoria, B.C., has decided that Capt. Hickey, who holds a certificate granted in Canada, cannot act as master of the C.P.R. str. Princess Victoria, now on the Victoria-Vancouver-Seattle run. The ground on which he bases the decision is that the Princess Victoria, being registered at London, Eng., and running to a foreign port—Seattle, Wash.—must be commanded by a master holding a British certificate. The Minister of Marine has been appealed to by the company.

### Manitoba and the Northwest Territories.

A new steamer, Chieftain, has been placed on Lake Winnipeg by J. Sigurdson, making daily trips between Selkirk and Hnaua, calling at Gimli. She is 90 ft. long, with a breadth of 16 ft., and is fitted with compound engine capable of developing 150 h.p.

Admiral Sir C. Markham, speaking in London, Eng., recently expressed regret that the Admiralty had sold the exploration str. Discovery to the Hudson's Bay Co., for its trade between Hudson Bay points and Great Britain. Admiral Markham is an advocate of the opening up of Hudson Bay to navigation by the establishment of a regular port therein.

The Transportation Commission at its recent sittings at Winnipeg took into consideration the questions of the navigation of the Red River, and the promotion of a route to Hudson Bay, with a view of having a regular line of steamers established between a suitable port there and Great Britain. In connection with the first matter it was pointed out that in the early days of Manitoba a fleet of 17 river steamers came to Winnipeg. The U.S. Government had expended a large sum in improving the navigation of the river south of the International boundary. In 1900 the Dominion Government let a contract for the construction of a dam, with a canal and lock, on the river at St. Andrew's rapids, some 18 miles below Winnipeg, but the contractor had done very little work. He has now abandoned his contract, and the plant is to be taken over at valuation by the Government. About \$120,000 had been expended out of the \$500,000 which the work was to have cost. The canal and lock was to have been completed in three years. The Winnipeg Board of Trade urged upon the commissioners the desirability of this work being completed at once so as to provide an 8 ft. waterway between Winnipeg and Lake Winnipeg; and the clearing of the Red River of snags and rocks, between Winnipeg and the International boundary. The board also urged the importance of charting Lake Winnipeg, upon which there was considerable steamer trade; and of improving the Assiniboine and Saskatchewan rivers so as to make them available for navigation. The latter river was at present being navigated by steamers on the northern branch between Edmonton, Lloydminster, Battleford and Prince Albert. Only two barriers of any consequence would have to be cleared on this river and an immediate survey was asked for. R. Reford, chairman of the commission, stated that Lord Strathcona had expressed the opinion that it would not pay to deepen the Saskatchewan so as to make it navigable through to the lake. As far as the Red River was concerned, he did not see there would be much difficulty in making it navigable. Referring to the proposed Hudson Bay route to Great Britain, he said unless there was some other inducement than grain offering there was little use in thinking this route a practicable one. The Board of Trade promised to furnish certain information on specific points mentioned by the chairman, and the commission subsequently heard evidence dealing with the probable traffic, and the improvements thought to be necessary at Fort Nelson and Fort Churchill, to provide for the accommodation of vessels having a 27-ft. draught.

### Among the Express Companies.

The Western Ex. Co. has opened offices at Paynesville and Karlstad, Minn.

The Canadian Northern Ex. Co. has closed its offices at Wakopa and Homefield, Man.

W. R. Russell has been appointed agent Canadian Northern Ex. Co. at Fort Frances, Ont.

The Alaska Pacific Express Co. has resumed its Yukon service, navigation having been opened June 1,