

The Pere Marquette Rd. will not run more than one car ferry between Conneaut, Ohio, and Port Stanley, Ont., this season. One of its ferry steamers, Shenango no. 1, was burned during the winter.

The Department of Marine has promised the shipping men of Toronto that a new and powerful siren will be installed at the eastern gap, replacing the present apparatus, which is unsatisfactory.

A press report states that the Ontario Electric Ry., which proposes to construct an electric railway from Toronto to Ottawa, will run steamers from Kingston, Ont., to Montreal, in connection with its line.

Complaints are being made in marine circles that U.S. steamers are violating the coasting regulations between Cornwall and Brockville, Ont., and are also carrying more passengers than are allowed by the regulations.

The Polson Iron Works, Toronto, has under construction for W. Mackenzie, President Canadian Northern Ry., a 70-ft. yacht for service on the lakes and river near Lindsay, Ont., where Mr. Mackenzie has a summer residence.

The str. City of Windsor started on her first trip from Collingwood to Sault Ste. Marie, Ont., for her new owners June 11. Capt. P. M. Campbell is master, and A. B. Pratt is purser. Both were formerly with the Northern Navigation Co.

The hull of the str. White Star, formerly on the run from Toronto to Oakville, and which was burned in 1903, has been sold to the Montreal and Cornwall Navigation Co. The hull has been towed to Montreal, where it will be overhauled and rebuilt.

The U.S. Government has let a contract for the construction of a second canal through St. Clair flats. The str. Gliddon sank there in 1903 and caused great inconvenience to the shipping interests. A contract has also been let for the removal of the wreck.

The Dominion Parliament at its current session extended the time for two years within which a bona fide start is to be made with the construction of the projected canal from Lake St. Clair to Lake Erie, near Pelee Point, Ont., and for five years for its completion.

The Dominion Parliament passed an act at its current session giving power to repeal the existing regulations for preventing collisions so far as they apply to the inland waters of Canada and make new regulations similar to those in force in the U.S. waters.

J. B. Roy, Inspector-General of the Department of Public Works, recently went over the Lake of the Woods system of navigation, with a view of seeing what it is necessary to have done to meet the requirements of navigation, particularly on the Rainy River section.

The C.P.R. has a contract for the shipment of 15,000 tons of lead ore from Kootenay, B.C., to Great Britain. The ore will be taken to Port William by rail, and by steamboat to Owen Sound, thence by rail to Montreal, where delivery will be made to the company's Atlantic steamships.

Capt. M. McLaughlin, who died in Toronto June 2, aged 80, was one of the oldest inland marine men. Among the old-time vessels he commanded were the *Perseverance*, *Enterprise*, *Elizabeth*, *Victory*, *Caroline*, *Mary Taylor*, *Oddfellow*, *Alice Grover*, *J. A. Torrance* and *Lacoucier*.

The Windsor Navigation Co. is being formed in Windsor, Ont., for the purpose of acquiring the str. *Urania*, until 1902 running between Port Stanley and Rondeau, Ont., and Cleveland, Ohio, for the Lake Erie and Detroit River Ry. It is proposed to place the steamer on her old run.

The Department of Marine has issued a notice to the effect that it is compulsory for pleasure-boats of all descriptions to carry lights in the same way as merchant vessels, under penalties varying from \$20 to \$200. The Department is taking steps to have gasoline and other launches inspected and licensed.

Owing to the difference between the Masters and Pilots' Association and the Lake Carriers' Association a large portion of the U.S. shipping on the lakes was tied up for six weeks after the opening of navigation. The tie-up was broken by the Masters and Pilots' Association agreeing to go back to work at last year's rates, June 14.

A composite tug for the Georgian Bay Consolidated Lumber Co. was launched June 14 at Collingwood. She was named the *Wau-
baushene*, and has the following dimensions: length, 85 ft.; breadth, 18 ft.; depth, 10 ft., and is fitted with fore and aft compound engines, 15 and 30-inch cylinders, by 24-in. stroke, steam being supplied by a Scotch boiler 10 ft. 6 in. by 11 ft.

The Canadian canal at Sault Ste. Marie was opened for traffic April 30, and the U.S. canal on the Michigan side of the river on May 5. The total traffic of the two canals to May 31 was 449,888 tons, against 6,839,856 tons for the period from opening of navigation to May 31, 1903. The enormous decrease is due to the tie-up of the U.S. fleets on account of a difference about wages.

The Montreal Transportation Co. is having a thorough examination made of the hull, engine and boiler of the burned str. *Advance*. Upon the report of the experts regarding these the company will determine what class vessel it will be possible to make of her. The *Advance* was towed to Kingston, where she now lies, by the company's new tug *Emerson*, recently completed at Collingwood.

The Montreal, Ottawa and Georgian Bay Canal Co. has been granted an extension of time to May 1, 1906, for the commencement, and until May 1, 1912, for the completion of its canal system. The company proposes to construct a deep water system of navigation between the St. Lawrence River and Georgian Bay, utilizing the Ottawa and Mattawa Rivers, Lake Nipissing and French River, constructing canals and locks where necessary.

The Turbine Steamship Co.'s str. *Turbinia*, reached Sydney, N.S., June 11, Montreal June 16, and Hamilton June 19. She is the first merchant vessel equipped with steam turbines to cross the Atlantic. She started from Hebburn-on-Tyne, Eng., and went round the north of Scotland, leaving Stornoway June 3, and making the run from land to land in six days. She has been painted and her internal fittings completed and was placed on her run June 30.

The Lake Ontario Navigation Co. has been organized with the following officers and directors: President, Judge Morson; Vice-President, R. L. Joynt, M.L.A.; Managing Director, J. Hazlett; Treasurer, J. W. Hazlett; other directors, T. W. Church, W. C. Wilson, Capt. O'Brien and T. Long, of Port Hope; Secretary, T. L. Church. The company will operate the str. *Argyle*, the officers for the season being: Master, Capt. O'Brien; chief officer, Capt. Sullivan; purser, J. W. Hazlett; chief engineer, Jno. Hazlett; steward, W. Owens.

The Dominion Parliament has before it at the current session two bills for the purpose of creating harbor commissions for the harbors at Port Arthur and Fort William. The bills were introduced at the request of the people of the two towns. The Dominion Marine Association has entered a protest against the proposal on the ground that the fees which the commissions would be authorized to charge would seriously handicap the shipping interests. The Minister of Marine

promised to take this question into consideration, and meanwhile the bills are held over.

The Great Lakes and St. Lawrence Transportation Co. has chartered two steamers, the *Sirius* and the *Ostergotland*, to run between Montreal and Duluth, Minn., calling at Port Arthur, and Fort William, Ont. The steamers will take general cargo from Montreal, and will return with grain, flour, etc. The *Sirius* is 240 ft. long, and 36 ft. beam, with a 17 ft. 6 in. draught; and is fitted with triple expansion engines developing 660 horse power. The *Ostergotland* is 225 ft. long, 34 ft. 6 in. beam, with 18 ft. 10 in. draught, and is fitted with triple expansion engines developing 650 horse power.

Manitoba and Northwest Territories.

The str. *Viking* has been placed on a route between Selkirk and Huansa, Man., making three trips a week.

The boiler for the steamer which Jas. Woods is building at Athabasca Landing, Alta., has been received at Edmonton.

It is reported that ice on the northern shores of Lake Winnipeg was over five feet thick, and navigation was not thoroughly opened up before June 15.

The C.P.R. constructed a large scow at Saskatoon, Sask., for ferry purposes on the Saskatchewan River during the re-construction of the railway bridge at that point.

A steamboat is under construction at Selkirk, Man., for the Dominion Government, to replace the *Victoria*. The machinery in the old steamer will be put in the new hull.

A report from Prince Albert, Sask., states that the hulls of three vessels have been completed and are awaiting the arrival of the machinery, and that the hull of a steamer for the fishing industry is on the stocks.

B.C. and Pacific Coast Shipping.

The C.P.R. has completed a new 15-car freight barge for service on Kootenay Lake, B.C. A new passenger steamer for the same route is being considered, but nothing has been definitely announced in regard to it.

Capt. H. H. Burr, who has been engaged in navigation on the Fraser and Stikine Rivers for a number of years, died at Ashcroft, B.C., recently. He was for a long time master of the str. *Gladys*, on the New Westminster-Chilliwack run.

The str. *Manuka*, which took the run from New Zealand to Vancouver while the *Moana* was undergoing repairs, recently made the trip from Brisbane, Queensland, to Vancouver in 20 days, the fastest trip yet made between these points.

A new tug, *Coutli*, has been launched at False Creek, Vancouver, B.C., for the Union Steamship Co. Her dimensions are: length, 81 ft. 6 in.; breadth, 18 ft.; depth, 10 ft. 8 in. She is fitted with compound engines, 13 and 26 in. cylinders by 18 in. stroke, capable of making 10 knots an hour. The engines were built in Scotland.

The U.S. courts have decided that the C.P. Navigation Co. is only liable to the extent of \$3,221, being the value of property saved from the *Islander*, wrecked in Aug., 1901, to those who suffered loss or injury in consequence. The total sum for which the company was sued was \$400,000, but settlements were made in all cases, and the judgment now given closes up the matter.

The C.P.R. proposes to appeal to the U.S. Government against a fine of \$2,600 imposed by the U.S. collector of customs at Ketchikan, Alaska, on the str. *Princess May* for carrying 13 passengers bound for Seattle from Ketchikan to Vancouver. The C.P.R. contends that what was done does not in any way