

The Canadian Transportation and Storage Co., referred to under Ontario and the Great Lakes on pg. 253, is asking among numerous powers from the Dominion Parliament the right to construct or acquire elevators, or subscribe for or acquire stock in elevator companies.

The Northern Elevator Co., operating under a Dominion charter, has been authorized to increase its capital from \$500,000 to \$1,000,000, and has been authorized to subscribe for the stock or bonds of other elevator companies, or to acquire the stock or bonds of similar companies.

The Colonial Elevator Co. has been incorporated under the Dominion Companies' Act, with a capital of \$350,000, to carry on through out Canada, with Winnipeg as headquarters, a general elevator business. The incorporators are: J. D. McMillan, E. N. Osborne, F. J. Smith, C. T. Jaffray, and H. O. Tull, Minneapolis, Minn.

The engineers in charge of the construction of the harbor elevator at Montreal have reported to the Harbor Commissioners that the elevator will not be completed within the time specified in the contract, Aug. 1. The Commissioners are investigating the cost of an electrical equipment for the elevator, and the contractors have been asked to submit plans and specifications.

The Imperial Elevator Co. has been incorporated under the Manitoba Companies' Act,

with a capital of \$500,000, to carry on an elevator business in Manitoba in connection with a general trading business. The head offices are to be in Winnipeg. The incorporators are: M. Boyd, W. J. Bettingen, Minneapolis, Minn.; C. A. Bettingen, St. Paul, Minn.; J. K. Cummings, Detroit City, Minn.; W. C. Leistikow, Grafton, N.D.

The Ontario Legislature at its recent session passed an act confirming the by-law passed by the Fort William town council, granting exemption from taxes (except school taxes) for 30 years for the 500,000 bush. elevator, and a flour mill having a capacity of 1,500 barrels a day, to be erected by the Ogilvy Flour Mills Co. Plans and specifications for the elevator have been prepared by John S. Metcalf Co., Chicago, Ill. The elevator is to be absolutely fireproof.

SHIPPING MATTERS.

Certificated Engineers for Steamboats.

A bill to amend the Steamboat Inspection Act of 1898 has passed its second reading in the House of Commons, and has been referred to a sub-committee for consideration. The bill was introduced by L. G. McCarthy, M.P., at the instance of the National Association of Marine Engineers of Canada, which, in its circular relating to the bill, asked that every vessel coming under the Act, of whatever capacity, be required to carry certificated en-

gineers; that all temporary certificates be abolished; that engineers holding 4th-class certificates be allowed to take charge of steamboats of from 5 N.H.P., single cylinder, up to 10 N.H.P. of compound type; that candidates for fourth-class certificates must have had 36 months' service in a machine shop making and repairing engines, and 12 months in an engine room as oiler or fireman, or 48 months' service as oiler or fireman on the watch; that all candidates for certificates be required to have their credentials examined and verified by the subordinate council of the N.A. of M.E. in the locality in which they reside; that the deck hose be placed under the charge of the deck officers after it has passed inspection, and the engineer relieved of responsibility in connection therewith during the season of navigation; and that all vessels plying on Canadian waters be subject to the laws governing Canadian built vessels. The bill deals with the first three points in the association's circular, the others are matters to be dealt with by orders-in-council. The association claims that men holding the temporary certificates have but a scanty knowledge of the business, and endanger the safety of

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Southwark	July 4th	" 8th	12th

BOSTON TO LIVERPOOL

Commonwealth	July 2nd	July 30th	August 27th
New England	" 9th	Aug. 6th	Sept. 3rd
Mayflower	" 16th	" 13th	" 10th
Columbus	" 23rd	" 20th	" 17th

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