

tire width of the steamer and will have seating accommodation for 150 persons. Each steamer will have a freight capacity of 1,000 tons, on a 12 ft. draft. The contract speed will be 16 miles an hour, and the estimated cost is \$250,000 each. Mr. Brown recently stated that during the season June 15 to Sept. 15 the steamers will call at Cleveland, Ohio, and will stop regularly from May 1 to Dec. 1 at Windsor, Sarnia, Goderich, Kincardine, then through the north channel of Georgian bay, stopping at Manitowaning, Little Current, Gore Bay, Thessalon, Bruce Mines, Sault Ste. Marie, Fort William and Port Arthur on the north shore of Lake Superior, returning via the same route and making the same calls.

During the season of 1903 several of the steamers of the Canadian Lake and Ocean Navigation Co. were engaged in carrying freight between Montreal and Port Arthur, returning with grain, calling en route at a number of ports, but not at Toronto. It is understood that for the season of 1904 an arrangement has been made between the C.L. and O.N. Co., and the New Ontario Steamship Co., which is controlled by the Mackay Bros. of Hamilton, by which a schedule will be arranged for the operation of a number of the steamers of the two companies on fixed days between Montreal and Port Arthur and Fort William, calling at a number of ports,

including Toronto and Hamilton, on the route. It is expected that the amalgamation will enable the management to arrange for two vessels to be started from each end weekly. The steamers mentioned as being likely to form the fleet of the combination are the J. H. Plummer, H. M. Pellatt and A. E. Ames of the Canadian Lakes and Ocean Navigation Co., and the Wacondah, Neepawa and Arabian, of the New Ontario Steamship Co. The headquarters of the line will be at Toronto.

The Department of Marine has decided to establish a Lighthouse Board for Canada, and an order-in-council respecting the duties and composition of the board was passed Feb. 21. It is understood that the board will exercise the functions of the lighting necessities of the Canadian waterways, and that its membership will include the Minister of Marine (ex-officio); the Deputy Minister, Col. Gourdeau, (chairman); the Chief Engineer, Col. Anderson; Capt. Spain, Capt. Salmon, and H. M. Allan, of Montreal, to represent the shipping interests.

The Ogilvie Flour Mills Co., press reports state, is considering a proposed line of steamers of its own on the upper lakes in connection with its grain and flour carrying business, but we are advised that no decision has been reached.

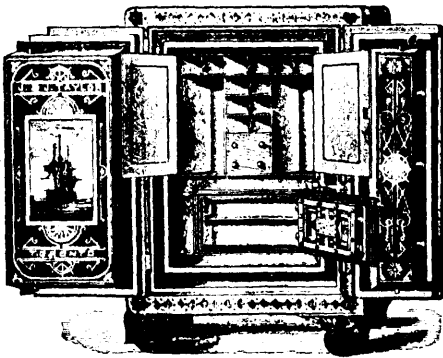
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