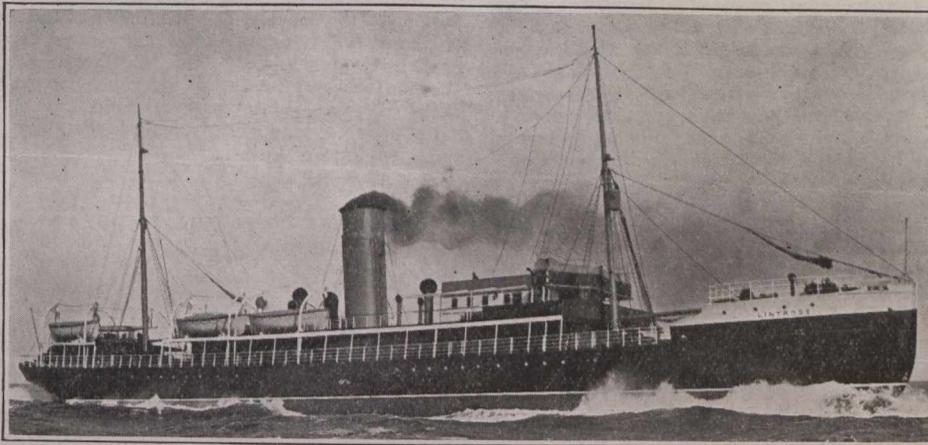


The Reid Newfoundland Company's s.s. Lintrose.

The mail steamship Lintrose, which has been built at Newcastle on Tyne, Eng., for the Reid Newfoundland Co., to run between Port aux Basques, Nfld., and North Sydney, N.S., made her trial trips early in March, the President, W. D. Reid, representing the owners, and shortly afterwards she left for Newfoundland, arriving towards the end of March, when she was immediately placed on her route with the s.s. Bruce. The accompanying illustration is from a photograph taken during one of the trial runs.

The Lintrose is exceptionally strongly constructed for running through the ice which she will frequently find on her route, and is very finely modelled. She has accommodation for over 30 1st class passengers, including three special rooms for one passenger each, and a ladies' room holding 10. There is a fine smoking room on the promenade deck and a dining saloon, and a ladies' room on the shelter deck; all the 1st class passenger accommodation is amidships. Accommodation for 150 2nd class passengers is provided in the after part. Both the promenade deck and the shelter deck form spacious promenades for passengers.

The Lintrose is 255 ft. long, by 37 ft.



The Reid Newfoundland Co.'s Steamship Lintrose.

beam, and in addition to the usual installations, of electric light, steam heating, etc., wireless telegraph is fitted. The propelling machinery consists of single screw triple expansion engines, supplied with steam by four large boilers working under forced draught. On the trial trips the machinery worked without the slightest hitch, giving satisfaction to all concerned. A maximum speed of nearly 16 knots was attained. (Mar., pg. 145.)

The Canadian Pacific Railway's Pacific Steamship Service.

The C.P.R.'s new steamship Empress of Russia sailed from Liverpool, Eng., April 1, via the Mediterranean, Suez Canal, Colombo, Singapore, for Hong Kong, China, to take her place on the Pacific service between British Columbia, Japan and China, and she is expected to reach Vancouver, June 7. She carried a considerable number of passengers.

The second of the company's new vessels, the Empress of Asia, will leave Liverpool, June 14, and will proceed via Maderia, Cape Town, Durban, Colombo, and Singapore.

When the Empress of Russia and the Empress of Asia commence their regular runs on the Pacific, cabin fares on the Em-

press of India and the Empress of Japan will be reduced, and special rates will be charged with the privilege of travelling by one of the new Empresses, one way, on a round trip.

Steam Car Ferry for National Transcontinental Railway at Quebec.

The N.T.R. Commission has let a contract for building a steam car ferry to Cammell, Laird and Co., Birkenhead, Eng., to be used near the City of Quebec for the transportation of trains across the St. Lawrence River, pending the completion of the Quebec bridge.

The principal dimensions, etc., will be as follows:—Length on 15 ft. water line, 304 ft.; length over fenders, about 326 ft.; breadth, extreme, about 66 ft. 9½ ins.; depth moulded, 23 ft.; mean draught with train load of 1,285 tons (gross), 15 ft.; speed, with train load of 550 tons (gross), 15 statute miles per hour.

The vessel will be of the twin screw type, with a third ice breaking propeller fitted at the fore end, for the carrying of passenger and freight trains at all seasons of the year, these trains being of standard type and composed as follows:—Standard passenger train: 1 locomotive, 70 ft.; 3 express and baggage cars, 67 ft. each; 3 passenger cars, 80 ft. each; 3 sleeping cars,

crossing the St. Lawrence in winter and for breaking ice at the landing berth. She is to be well heated and ventilated, fitted with hot and cold water service and lighted throughout by electricity.

The main propelling machinery will consist of two sets of triple expansion surface condensing engines, exhausting into one condenser, and eight single ended cylindrical boilers of the return tube type worked under natural draught. The main engine will have cylinders of the following sizes:—Diameter of high pressure cylinder, 23 ins.; diameter of intermediate cylinder, 35 ins.; diameter of low pressure cylinder, 55 ins.; stroke, 33 ins. The machinery for the forward ice propeller will be one set of direct acting, inverted, compound surface condensing engines. Reversing gear to be combined hand and steam, working pressure 165 lbs. per square inch. Cylinders: diameter of high pressure, 15 ins.; diameter of low pressure, 32 ins.; length of stroke, 21 ins.

Delivery of the vessel is to be made at Quebec Harbor on or before May 15, 1914.

Richelieu and Ontario Navigation Company's Appointments.

The following appointments, which cover the vessels of the Niagara-Toronto Division, and of Inland Lines, Ltd., have been made, in addition to those mentioned in our last issue:—

E. E. HORSEY, heretofore General Manager, Lake Ontario and Bay of Quinte Steamboat Co., Kingston, Ont., has been appointed Assistant to the Manager, Western Lines, R. & O. N. Co. Office, Kingston, Ont.

JOHN BELL, heretofore General Agent, Inland Lines, Ltd., has been appointed Superintendent of Terminals, Toronto, and in charge of operation of all vessels.

W. B. HINES has been appointed Wharfinger, Yonge St. Dock, Toronto, in charge of all traffic going over the terminal.

T. E. COLEMAN has been appointed Wharfinger, Bay St. Dock, Toronto, in charge of all traffic going over the terminal.

DR. J. E. ELLIOTT has been appointed Surgeon for the companies, at Toronto, and all officers and employes, ashore or afloat, will in case of accidents or sickness, communicate with him. In the event of his not being able to be found, and the matter is urgent, the nearest physician should be sent for.

J. J. HENNIGAR has been appointed General Agent in charge of freight and passenger traffic, cartage service, coal company and terminals, at Hamilton and Burlington Beach, Ont. Office, Hamilton, Ont.

J. A. VILLENEUVE, who was Comptroller and Treasurer, R. & O. N. Co., at Montreal, until the reorganization of the staff recently, retires on a pension from May 1.

The Prudential Trust Co. has been appointed transfer agent for the company, and the Royal Trust Company has been appointed registrar.

To mark the opening of the 1913 season of lake navigation, a spectacular sailing of grain laden vessels was arranged to take place from Thunder Bay, when 60 of the largest grain vessels engaged in the Canadian trade, left the harbors of Fort William and Port Arthur, with about 12,250,000 bush. of grain. The sailing has been recorded by cinematograph, and will be reproduced throughout the world. Prior to the vessels leaving the ports, the captains were entertained to dinner by the Fort William Board of Trade.

80 ft. each; or, standard freight train: 18 loaded freight cars, 45 ft. each.

The trains will be supported on three lengths of track carried on a tidal deck, the length of each track being about 272 ft. The tidal deck will be supported on columns, and is to be manipulated by means of screw shafting, so that it may be raised or lowered at the rate of 1 ft. a minute when fully loaded, the total range being 18 ft. At each end of the tidal deck, an adjustable hinged gangway, 28 ft. long, is to be fitted, suitable for the conveyance of the trains to and from the land tracks. The tidal deck will be raised or lowered by vertical screws hanging in suspension, and working on ball bearings, engine of the high pressure type, cylinder, 15 ins. dia., and 21 ins. stroke.

Above the highest position of the cars on the tidal deck will be a promenade 4 ft. wide to be arranged all round the vessel. Accommodation will be arranged on the platform deck below the upper deck forward on port side for captain, mate, chief engineer, 2nd engineer, 4 deck hands and 6 firemen, with galley, mess room and cook's room on starboard side.

The vessel is to be built under special survey, in accordance with the requirements of Lloyd's Register, and to be classed 100 A1. She will be specially strengthened for