

These are being rebuilt and will be ready for occupancy in the spring. The old officers and board of directors were re-elected.

The steam barge Clinton, for which a certificate was refused at the beginning of the season, and which was put on the marine railway at Trenton for repair, was put up for sale by order of the Admiralty Court to satisfy claims amounting in all to \$3,000. A bid of \$500 was made, but the judge twice refused to sanction the sale, the marshal's valuation being \$4,000.

The dimensions of the turbine steamer, which it is expected to have on the Hamilton-Toronto run early in the season, will be 260 ft. over all; her engines will be capable of developing 3,500 h.p., and she will have accommodation for 1,700 passengers. The intention is to make the trip between the two points in an hour and three-quarters, and to make three round trips daily.

The total freight passing through the Canadian and the U.S. canals at Sault Ste. Marie, in Nov., was 2,807,454 tons, against 4,133,035 tons in Nov., 1902. The figures for the Canadian canal are:

	1903.	1902.	Increase or Decrease.
April.....	159,763 tons	197,926 tons	38,163 tons—
May.....	636,747 "	334,262 "	302,485 "+
June.....	917,105 "	1,118,564 "	201,459 "+
July.....	800,338 "	523,936 "	276,402 "+
Aug.....	879,420 "	639,858 "	239,562 "+
Sept.....	639,320 "	560,031 "	79,289 "+
Oct.....	683,405 "	604,713 "	78,692 "+
Nov.....	603,511 "	635,314 "	31,803 "+
	5,409,609 tons	4,614,604 tons	795,005 tons+
	+ increase.	— decrease.	

A number of residents of Wolfe island have taken action seeking to restrain the township council from building a steamer for the ferry between Wolfe island and Kingston. The steamer under construction is a single-ended, composite, side-wheel steamer, having a length of 120 ft. over all, a breadth of 33 ft. over guards, and a moulded depth of 7 ft. 3 in. There will be an open deck 45 ft. long forward for waggon and freight, the remainder of the length being closed in and arranged to accommodate some 250 passengers. The hull is being built of open hearth steel throughout, the bottom only being planked with 3 in. elm. On the main deck are accommodations for purser, engineers, and cooks on each side amidships at the wheelhouse. Aft of the engine space is located the entrance hall immediately in front of the ladies' cabin; from the entrance hall a stairway leads to the promenade deck above, and to the dining room, kitchen and pantries below. The promenade deck is to be covered its entire length with a wooden shade deck, and forward on this deck is the pilot house and annex containing rooms for the captain and mate. Store rooms and crew's quarters are located immediately in front of the engine space below the main deck. The machinery is to consist of an inclined compound engine with cylinders 13 in. and 26 in. by 36 in. stroke, turning 30 revolutions a minute with a steam pressure of 150 lbs. Air pump, bilge, feed and cooler pumps are run from the main engine crosshead, and besides a duplex steam pony pump is installed. The feathering paddlewheels are 14 ft. in diameter. The boiler is of the Scotch type, and is located forward of the wheels. The ferry is intended to run at a speed of 10 miles an hour, and will have the bow specially strengthened for running in ice.

The Department of Marine gave instructions to all lighthouse keepers in Government lighthouses, with the exception of those on the north shore of Lake Superior, to keep their lights in operation as long as any navigation is possible within sight. The Lake Superior lighthouse men were removed Dec. 1., but the Department is arranging to keep men at the different stations there until the close of navigation in future years.

Manitoba and Northwest Territories.

The Dominion Government has instructed P. Paradis to make a full report on the Bow river, in the vicinity of Calgary, Alta., with a view to the prevention of floods, etc.

The Edmonton Investments (Ltd.), recently incorporated with headquarters in Toronto, proposes to own and operate steamship lines in connection with its real estate investments at Edmonton, Alta.

The East Grand Forks Transportation Co. of Grand Forks, N.D., operating two steamers on the Red River, in North Dakota, proposes increasing its fleet, and extending the trips of the steamers to Winnipeg.

Cornwall and Woods are having constructed at Athabaska Landing a steamer 100 ft. long and 21 ft. broad, for launching in the spring. The hull will be ready for launching as soon as the ice breaks up. The steamer will trade between Grand Rapids and Athabaska Landing, and the headquarters of the Lesser Slave Lake.

The steamer which Capt. Coates, of Fort Frances, Ont., proposes to build during the winter at Prince Albert, Sask., for trading on the Saskatchewan river, will be a stern-wheel steamer, 130 ft. bottom measure, 150 ft. over all, with a breadth of 28 ft. The engines have been ordered in Chicago, and will have two 15 in. cylinders with a 52 in. stroke. The steamer is to carry freight only, and will not be provided with passenger accommodation.

The stern-wheel steamer which the Hudson's Bay Co. will build on the Peace river for its river trade has been designed by the Company's officers, and is the result of their experience in the trade. Her dimensions will be: length of hull, 110 ft.; length over all, paddle wheel included, 127½ ft.; beam, outside of planking amidships, 22 ft.; extreme width on deck over guards, 25 ft.; estimated draught, loaded, 21 inches. The machinery will consist of a pair of long stroke, direct acting, stern paddle wheel marine engines, cylinders, 10 ins. diameter by 48 inch stroke, to which steam will be supplied at a pressure of 200 lbs. to the square inch by two horizontal firebox type of marine boilers, each 48 in. diameter by 18 ft. long. Each boiler will contain 51 2½ in. lap-welded boiler tubes 13 ft. 4 in. in length; a steam drum 18 in. by 8 ft. will connect the boilers. The total heating surface will be 850 sq. ft., with 30 sq. ft. of fire surface. Accommodation will be provided for passengers in staterooms having two and three berths each, with smoking and ladies' cabins. She will be fitted with electric light throughout and all modern conveniences. Her freight capacity will be about 60 tons.

B.C. and Pacific Coast Shipping.

The North Vancouver Ferry and Power Co. is having a new steamer built at the Polson Iron Works, Toronto, for the ferry, to be launched by May 1.

Robt. Dunsmuir & Sons have chartered, with a view to purchase, the tug Sampson, of Portland, Me. The tug will be used for towing coal hulks from Nanaimo to other ports.

C. McCain, Vancouver, is collecting funds in British Columbia, with a view of raising the old steamer Beaver, and placing the hull as a memorial on the beach of Stanley Park.

The bark Oregon, 1,431 tons net, has been purchased by Robt. Dunsmuir & Sons, from the W. E. Mighall Co., of San Francisco, Cal. The Oregon will carry coal from Nanaimo to the Treadwell mines, Alaska, and concentrates south to the smelters at Tacoma, Wash.

The Sidney and Nanaimo Transportation Co. has sold its business to Capt. A. A. Sears and A. D. Munro. The purchase includes the str. Iroquois, now being run on the route between Sidney and Nanaimo. This service will be continued, Capt. Sears looking after

the navigation of the steamer, and Mr. Munro acting as purser.

The Puget Sound Navigation Co. has let a contract for the construction of a new steamer to be put on the Victoria-Seattle run. Her dimensions will be: length, 200 ft.; breadth, 36 ft.; depth, 15 ft. 6 in. She will be fitted with triple expansion engines, which are estimated to give a speed of 14 knots an hour, and will have berth accommodation for 175 passengers.

The Vancouver Dry Dock and Shipping Co. proposes to construct a floating, self-docking, steel pontoon dock at that port, 500 ft. long, with a lifting weight of 11,000 tons. The Imperial Government's dry dock at Esquimalt is only 380 ft. long. The maximum subsidy of \$30,000 a year for 20 years will be obtained from the Dominion Government. Work will be started at once, and the dock will be completed within 18 months.

The C.P.R. str. Princess Beatrice has been placed on the Victoria and New Westminster run. She was built at Esquimalt, her hull being of wood, with steel bulkheads, and is fitted with engines constructed in Scotland, and taken to British Columbia. Her dimensions are: length, over all, 202 ft.; breadth, 37 ft.; depth from upper deck, 25 ft. 6 in. The steamer is propelled by a single screw, 12 ft. in diameter, driven by one set of triple expansion engines, having cylinders 18½ in., 30 in., and 50 in., with 36 in. stroke of piston, to which steam is supplied by two boilers 11 ft. 9 in. in diameter by 12 ft. in length. Three furnaces are provided for each boiler. The working pressure is 180 lbs. to the square inch, and when going full speed the screw makes 110 revolutions a minute, capable of making 13 or 14 knots an hour. The Princess Beatrice has a displacement, approximately of 1,000 tons, and can carry 700 tons of cargo. She is fitted with steam winches and steam capstans, and has two pole masts to which are fitted four steam derricks for handling cargo. The passenger accommodation is well arranged and includes a ladies' room, smoking room, and general social hall. This is the largest and most powerful vessel built in British Columbia.

Application is being made at the current session of the B.C. Legislature for an act incorporating the Canada Fire and Marine Insurance Co. Livingston, Garrett & King are solicitors for the applicants.

Press reports stating that the C.P.R. has entered into an arrangement with the Hamburg-American Steamship line by which the latter will handle the passenger trade from Germany to Canadian ports, are denied by the management.

The str. Mira, originally owned by the Dominion Coal Co., which was wrecked off Yarmouth, N.S., in the winter of 1901-2, and which was floated after some interesting operations, was sold to F. A. Gilchrist, of Alpena, Mich. Mr. Gilchrist rebuilt the hull as an oil carrier, and is applying for a U.S. register.

There were 15 casualties reported to ocean-going vessels on the St. Lawrence route during 1903. Eight steamers were slightly damaged, three badly damaged, one very badly damaged, and three total losses. In 1902 there were 11 casualties, but no total loss; in 1901, five casualties, but no total loss; in 1900, five casualties, of which four were total losses.

The str. Toronto, of the Canadian Lakes and Ocean Navigation Co., was the last vessel to leave Montreal for the season of 1903. She had to complete her loading at Quebec. A new steamer for the line, the Lady Strathcona, was recently launched at Newcastle-on-Tyne, Eng. She is a 7,000 ton steamer, and will trade between Antwerp, British ports and Canadian ports.