

The contractors for the construction of the Lake Simcoe division of the Trent Valley Canal, which includes five locks, three dams and two piers or breakwaters, to form an entrance to and exit from the canal, expect to have the work completed early in 1905. The piers are of concrete and contain 5,000 cubic yards. At the shore line they are 50 ft. apart, and widen out until at their terminus, 800 ft. in the lake, when they are 300 ft. apart. On the adjoining contract work is also reported to be in a forward condition. The concrete work on the Kirkfield lift lock is completed and ready for the iron work.

The Richelieu and Ontario Navigation Co.'s str. Spartan will be greatly enlarged and improved for the season of 1905. On completing her season for 1904 she was tied up at Kingston, Ont., and placed in the dry dock there, where the hull will be cut in two and a new section 25 ft. long added amidships. This will provide largely increased accommodation for passenger and freight. The Spartan was built at Montreal in 1865, her general dimensions being: length, 179.8 ft.; breadth, 28 ft.; depth, 11 ft.; tonnage—gross, 946 tons; register, 544 tons. The work will be done by the Bertram Engine Works Co., Toronto.

The Bertram Engine Works Co., Toronto, has completed repairs to the Chicago and St. Lawrence River Navigation Co.'s steamer Rosedale. The work included the cutting out and replacing of six or seven plates and eight or ten of the frames on her port bow, and repairs to the forward collision bulkhead, and the guard wales. The company has on hand repair work on the following steamers: Niagara Navigation Co.'s str. Chicora, replacing port cylinder and half bed plate of engine, and a general overhaul of engine, and replacing smokestacks. New furnaces and probably new tubes will be placed in the boilers of the Niagara Navigation Co.'s str. Corona. The Hamilton Steamboat Co.'s str. Modjeska is to have a new deck added, which will provide additional promenade accommodation for passengers. These steamers will be berthed for repairs at Toronto, where the company is building a two-yard dipper dredge for the Dominion Government and a 95-ft. tug for Rainy Lake.

Manitoba and Northwest Territories.

The Lake Winnipeg Transportation Co. (Ltd.) has been incorporated under the Manitoba Companies' Act, with a capital of \$20,000 and offices at Selkirk, Man., to carry on a general freight, passenger, express, towing and wrecking business on Lake Winnipeg. The provisional directors are: R. Smith, J. K. McKenzie, F. W. R. Colclough, of Selkirk, Man.; M. J. Dee, E. A. Davis, of Detroit, Mich.

The report of the two years' work of the str. Neptune in Hudson's Bay and adjacent waters, will be interesting reading when it is published. So far as the observations made enabled A. P. Low, who was in charge of the expedition, to judge, the bay and straits are open for navigation for about 3½ months in the year, and Fort Churchill, at the mouth of Churchill River, is the only good port on the bay. By the use of this port the distance from Winnipeg to Liverpool could be shortened by over 1,000 miles.

B.C. and Pacific Coast Shipping.

The Western Canadian Fish Co., Barnet, B.C., proposes to add one or more steamers to its fleet.

The Department of Marine is negotiating for the purchase of a vessel for use as a lightship off the Fraser River, B.C.

The Department of Marine is having a lighthouse constructed at Pilot Bay, opposite the west arm of Kootenay Lake.

A supplemental lease of a number of mining properties in the Yukon Territory has been granted to the North American Transportation and Trading Co., Chicago, Ill., by the Dominion Government.

The Pacific Coast Steamship Co.'s str. Mainlander was sunk by being run into by a tug, during a fog, on the night of Oct. 27, while off West Point Lighthouse, near Seattle, Wash. The steamer was recently employed on the Vancouver-Seattle run.

The Vancouver Tug Co. (Ltd.) has been incorporated under the B.C. Companies' Act, with a capital of \$15,000 and offices at Victoria, B.C., to carry on a general towing and lighterage business. Power is also given to secure registration in the state of Washington.

The Fraser River Oilery has had built at Vancouver, B.C., two tugs, one for sea work and the other for river towing. The sea-going tug is 60 ft. in length, with 13 ft. 6 in. beam, and cost \$60,000, while the river tug is 45 ft. long, by 10 ft. 6 in. beam, and cost \$30,000.

The New Westminster, B.C., City Council has decided to sell the ferry str. Surrey, which has been operated for some years between that city and the south bank of the Fraser River. Since the opening of the Fraser River bridge the necessity for the operation of a ferry on the river no longer exists.

The str. Nell, owned by the Georgetown Saw Mill Co., Georgetown, B.C., was burned at her wharf Oct. 14, the loss being placed at \$25,000. The Nell was built at Georgetown in 1887, her dimensions being: length, 103 ft.; breadth, 23.5 ft.; depth, 8.1 ft.; tonnage—gross, 208 tons; register, 125 tons. She was fitted with engines of 50 h.p.

The str. Ptarmigan recently ran on a rock below Horse Thief Creek, on the Columbia River, and was held up there for nearly a week. The owners of steamers are urging the Government to undertake the necessary work of improvement on the river, so that navigation may be unimpeded at the busiest time of the year, which is also the period of low water.

The position of chairman of the board for the examination of masters and mates for Canada, held by Capt. R. Salmon, Commissioner of Wrecks, who recently resigned, is also vacant.

The Dominion cruiser Canada, recently completed in Great Britain, will, it is said, be sent to the British West Indies for a winter cruise, for the purpose of instructing the crew in gunnery, etc.

The Superintendent of Pilots has issued a pamphlet containing the acts respecting navigation in Canadian waters as amended by the latest Orders-in-Council, copies of which may be obtained from Capt. J. J. Riley, Ottawa.

A. Piers, Manager C.P.R. steamships, reached Liverpool, Eng., Oct. 29, for the purpose of looking into the company's steamship business there. It is said that while in England he will arrange contracts for the two new steamers for the Atlantic line, which the company was authorized to have constructed at the recent annual meeting. The new steamers are expected to be placed on the run in the spring of 1906. While we are officially advised that it is yet too early to say anything regarding the placing of orders by the C.P.R. for two new steamers for its trans-Atlantic trade, British papers state that there is every reason for believing that orders for building the steamers will be placed at an early date, and that there is a probability of the order going to the Tyne.

Among the Express Companies.

L. Bates, heretofore express messenger on the Sydney and Louisbourg Ry., has been appointed agent Canadian Ex. Co., at Glace Bay, N.S.

The stage line of the White Pass and Yukon Route, from Whitehorse to Dawson, Yukon, was opened for the winter on Oct. 24. The stage carries passengers and a limited amount of express and mail matter.

George Severs, Foreign Traffic Agent, Canadian Ex. Co., having resigned his position, matters pertaining to foreign traffic are to be referred to J. Bryce, Vice-President and Manager, until further notice. For rates address W. W. Williamson, Tariff Department.

H. M. Moir, formerly agent of the Dominion Ex. Co. at St. Mary's, Ont., was recently sentenced to a month's imprisonment at Stratford, Ont., for the misappropriation of funds. The total amount of the shortage was \$900, and on the first charge on which an arrest was made a verdict of not guilty was entered.

A settlement was reached Oct. 31, in the action of Sims against the Canadian Ex. Co. at Ottawa. The claim was to recover \$142.88 for a parcel of fur cuttings shipped C.O.D. by the Canadian Ex. Co. to New York. The consignment was handed over to the National Ex. Co., which, however, failed to make the collection. When the case first came before the courts it was adjourned to enable the National Ex. Co. to be added as a defendant. Under the settlement judgment has been entered for \$200, being the amount of the claim and costs.

The Dominion Ex. Co.'s offices on the Ottawa and Waltham branch (formerly Pontiac Pacific Jct. Ry.) and the Ottawa and Maniwaki branch (formerly Ottawa and Gatineau Valley Ry.) of the C.P.R., heretofore in the territory of G. E. Whitney, Route Agent, Montreal, have been transferred to the territory under the charge of G. Parker, acting Route Agent, with headquarters removed to Ottawa. The two lines named were amalgamated as the Ottawa, Northern and Western Ry., shortly before the purchase by the C.P.R.

C. Miller and J. Kilgour, owners of the B.C. Ex. Co., are being sued by E. A. Carew-Gibson, to have a certain agreement rescinded, or to have an order made directing them to pay certain liabilities amounting to \$20,000. The plaintiff, who is Managing Director of the Cariboo Trading Co., bought two-fifths of the stock of the B.C. Ex. Co. for \$15,000. At that time there were liabilities against the company amounting to \$20,000, in regard to which Mr. Gilbert declines to assume any responsibility, hence the action. The case is being tried at the Non-Jury Assizes, Toronto.

Telegraph and Cable Matters.

The Newfoundland Post Office Department has opened a telegraph office at Britannia Cove, Random Island.

The conference of the partners in the Pacific cable, which was to have met in London, Eng., in Nov., has been adjourned to an un-fixed date.

The Dominion Government has decided to take control of wireless telegraphy in Canada, if the British Government takes control in Great Britain.

The G.N.W. Telegraph Co.'s offices in Ottawa are being removed to the ground floor of the building at the corner of Sparks and Metcalf streets. This office will be open day and night.