

Duperow, heretofore chief clerk in the office of the District Passenger Agent, G.T.R., Toronto, will be General Manager and Sec.-Treas. He will have charge of the organization of the traffic, and the general control of the business, Mr. Marsh looking after the steamers and the general outside work at Huntsville. It is the intention of the Co. to add to the fleet as required, and to make extensive alterations in the equipment, so as to have them thoroughly up-to-date in every particular.

The following comprise the fleet:—Marie Louise: screw steamer built at Huntsville; length, 68 ft.; breadth, 15.5 ft.; depth, 6 ft.; registered to carry 40 passengers. Empress Victoria: screw steamer built at Huntsville in 1894; length, 76 ft.; breadth, 17 ft.; depth, 6 ft.; tonnage, gross, 106; register, 72; licensed to carry 100 passengers. Florence: screw steamer built at Huntsville in 1884; length, 54 ft.; breadth, 10.9 ft.; depth, 3 ft.; tonnage, gross, 27; register, 18. Enterprise: screw steamer built at Rama, Ont., 1869; length, 81.4 ft.; breadth, 23 ft.; depth, 6.2 ft.; tonnage, gross, 148; net, 99. Lady of the Lake, Phoenix, Doc, and a steam yacht let to private parties. The Enterprise is operated on Lake Simcoe; the Marie Louise, Florence, and Lady of the Lake are operated on Lake of Bays, and Phoenix, Doe, and Empress Victoria on Peninsula and Fairy lakes. With the smaller steamers a large amount of towing is done in the spring, and they make regular trips on the lakes during the summer; the passenger boats make two and sometimes three daily trips round the lakes.

Suspension of Coasting Regulations.

The Marine Journal, of New York, referring to the application made to the Dominion Government last year to relax the coasting regulations to enable U.S. vessels to carry grain from Fort William to other Canadian ports, owing to an alleged scarcity of Canadian bottoms, says: "This application was promptly refused, and Americans can find no fault because of such refusal. There is a clause in the laws governing the Canadian coast trade, which reads: 'No goods or passengers shall be carried from one port of Canada to another, except in British ships.' That is good law for Canada, and, as we have said, Americans cannot object to its strict enforcement. As in the case referred to, it may occasionally deprive American vessels of a little business that Montreal shippers are willing that they should have, but it is a protective measure for the Canadian coast trade and should be strictly adhered to."

The object of such a law is to preserve for Canadian shipowners the Canadian trade, and by so doing to encourage shipowners to have their vessels built in Canada. In 1899 the Cabinet did pass an Order-in-Council under which U.S. vessels could have carried grain from Fort William to other Canadian ports, but only one cargo was so carried, thus showing that there was no shortage of Canadian bottoms, as alleged. In the light of that experience it was a matter of surprise that a request for a similar concession was preferred last year, and of still greater surprise that the Cabinet should even have taken time to consider the request. The claim that there was a shortage of Canadian bottoms to

NORTHERN IRON WORKS,

Winnipeg.

ENGINEERS
MACHINISTS
FOUNDERS

Manufacturers and Importers of Iron Products. Get our prices before ordering. They are low.

THE ST. THOMAS BRASS COMPANY, Ltd.

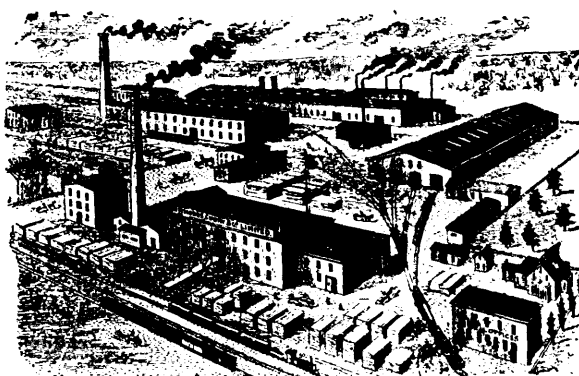
MANUFACTURERS OF

Brass Castings For the Wearing Parts of Locomotives.

Journal Bearings For Passenger and Freight Car Service.

Miscellaneous Brass Castings For Engine and Car Work

Works and Office: ST. THOMAS, ONT.



Rhodes,
Curry & Co.,

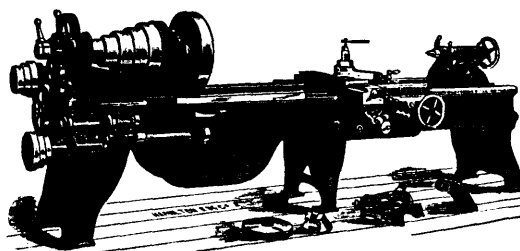
Ltd.,

Railway and
Street Cars

of all descriptions.

Special Cars for Coal, Ore,
Lumber, &c., with Ball-
Bearing Wheels.

Car Wheels, Castings, Forgings, &c.
AMHERST, NOVA SCOTIA.



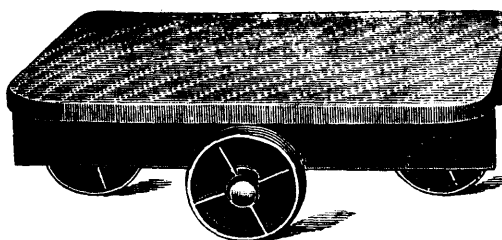
Correspondence Solicited. Send for Catalogue.

The John Bertram & Sons
Company, Limited,
DUNDAS, ONTARIO, CANADA.

EQUIPMENTS for

Locomotive Shops, Car Shops,
Ship Yards, Boiler Shops,
Machine Shops, etc.,

Consisting of Machine Tools for
working Iron, Steel or Brass.



LARGEST
TRUCK ESTABLISHMENT
IN THE WORLD.

SLINGSBY'S PATENT

We manufacture trucks for all
classes of work—Baggage, Hard-
ware, Warehousemen, etc.

Trucks have a wheel at each end
which slides sideways besides re-
volving.

Truck turns in its own length. Above is only ONE of our many styles for different purposes.

F. E. CAME, Manager.

H. C. SLINGSBY FOR CANADA

CANADIAN FACTORY AND OFFICE—MONTREAL