

Canadian Lake and Ocean Navigation Co.

The three new steamers which will be added to this company's fleet this year are being completed, two at Newcastle-on-Tyne, England, and one at Port Glasgow, Scotland. They are named respectively J. H. Plummer, A. E. Ames, and H. M. Pellatt, after three of the Toronto directors of the company. All are of the same general dimensions, viz.: length, 245 ft. between perpendiculars; breadth, 37 ft.; depth 24 ft. The steamers have been constructed to carry a large cargo of grain below deck, with general merchandise 'tween decks, and have five large athwartship hatches so arranged as to give every facility for loading and unloading. At the launching of the A. E. Ames, which was named by Miss Brenda Petersen, daughter of W. Petersen, one of the Vice-Presidents and General Manager of the Co., Mr. Petersen, in the course of a short speech, said these vessels were the pioneers of a scheme to carry on trade between the Great Lakes of North America and Europe. It was a too common mistake in Great Britain to regard these lakes as merely big pools of water; there was an immense volume of trade on the lakes, and it was growing very fast. The proposition was to take freight from any port in Europe to the head of Lake Superior, and from any of the Canadian or U.S. ports to Great Britain. There were 1,150 miles of navigation on the Great Lakes, upon which a ton of freight could be carried for .05 cents a mile, against .25 cents a ton a mile on the railways. Water transportation could, therefore, hold its own in competition with the railways.

The three steamers named will be operated on the Great Lakes and the St. Lawrence river, in connection with the four vessels of the turret type, which were put on the run between Port Arthur and Georgian Bay points in 1902. The European connection will be kept up from Montreal by the steamers Toronto and Aboukir, giving a service twice a month to Rotterdam. The Toronto is a steel twin-screw steamer built at Hull, Eng., in 1900, and formerly owned by the Wilsons, of Hull. Her dimensions are: length, 460 ft.; breadth, 52 ft.; depth, 34 ft.; tonnage: gross, 6,035 tons; register, 3,949. She is fitted with water ballast tanks, has four decks and a shelter deck, triple expansion engines, 22 in., 37 in. and 64 in. diameter by 42 in. stroke, to which steam is supplied by 3 cylindrical boilers. The Aboukir is somewhat similar in point of size. These steamers will bring out steel rails for the Canadian Northern Ry.

Recent Quebec Legislation.

The following acts relating to transportation and allied interests were passed at the recent session of the Quebec Legislature:

Incorporating the Montreal Steel Works,
Incorporating the St. George Electric Co.
Incorporating the Valleyfield Electric Tramway Co.

Incorporating the Red Falls Electric Co.
Respecting the Atlantic, Quebec and Western Ry. Co.

Amending the act incorporating the Shawinigan Falls Terminal Ry. Co.

Incorporating the Quebec Oriental Ry. Co.
Amending the charter of the Levis County Ry. Co.

Incorporating the Montreal Northern Ry. Co.

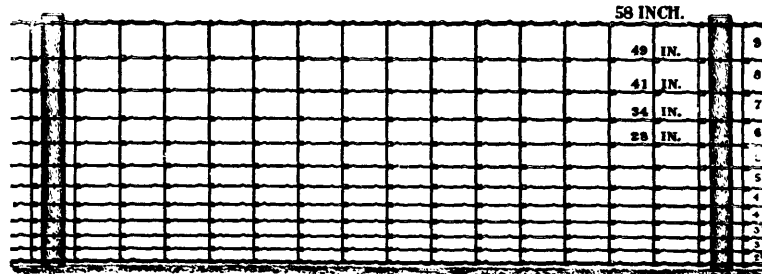
Amending the charter of the Chateauguay and Northern Ry. Co.

Incorporating the Montreal and James Bay Ry. Co.

Respecting Telephone Companies.

Giving effect to the transfer of the subsidy granted to the Baie des Chaleurs Ry. Co., now the Atlantic and Lake Superior Ry. Co.

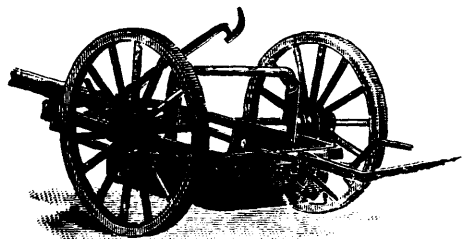
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