

10; Canada Atlantic Transit Co., 5; C.P.R., Owen Sound, Ont., 3; Collins Bay Rafting and Forwarding Co., Kingston, Ont., 3; J. and T. Conlon, Thorold, Ont., 2; Deseronto Navigation Co., 9; Fairgrieve & Co., Hamilton, Ont., 1; Lake Ontario and Bay of Quinte Steamboat Co., Kingston, Ont., 2; R.O. and A. B. McKay, Hamilton, 3; Matthews Line, Toronto, 4; Merchants' Line, Montreal, 2; Midland Navigation Co., Midland, Ont., 1; Midland Towing and Wrecking Co., Midland, Ont., 5; J. B. Miller, Toronto, 1; Montreal Transportation Co., 15; Niagara River Line, Toronto, 4; Northern Navigation Co. of Ontario, 7; Northwest Transportation Co., Sarnia, Ont., 3; Richelieu and Ontario Navigation Co., Montreal, 24; St. Lawrence and Chicago Steam Navigation Co., Toronto, 3; Sylvester Bros., Toronto, 1.

Manitoba and the Northwest Territories.

It is reported that a couple of steamers will be built at Lac du Bonnet this season, for passenger trade on the Winnipeg river.

The Dominion Parliament at its recent session voted \$22,000 to provide a dredge and a self-propelling snag boat for the Red and Assiniboine rivers.

The str. Petrel, trading on Lake Manitoba, has been given a thorough overhauling at Westbourne, and has been refitted for the accommodation of passengers.

The promoters of a scheme for the construction of a canal from Lake Superior to the Rocky Mountains for which notice for application for incorporation was given, did not place their proposition before the Dominion Parliament at its recent session.

The Peace River Roman Catholic mission's steamers and machinery have been transported to Athabasca landing. The consignment weighed 39,000 lbs., and consisted of: 1 steamer 60 ft. by 12 ft. in the "knock down," with 2 boilers and machinery complete; 1 launch 27 ft. by 6 ft., with machinery complete; and the machinery for a launch for which the hull has been built at Fort Chipewyan.

B. C. and Pacific Coast Shipping.

Ross & Howard propose, according to press reports, to construct a marine railway at Vancouver, B.C.

River traffic between Whitehorse and Dawson was opened May 18 when the first steamers arrived at the Yukon capital.

The C.P.R. str. Empress of Japan was damaged in Vancouver harbor, June 3, by being run into by a Japanese steamer.

The new str. Mount Royal, for the Hudson's Bay Co.'s Skeena river service, was given a trial trip at Vancouver, June 7.

A model has been completed for six new vessels of 1,000 tons each, to be built this year for the lumber trade at Moodyville, B.C.

Giggy Bros. are reported to be building a flat-bottomed, sternwheel steamer at Skagway, Alaska, for service on the Chilkat river.

The owners of the str. Blonde have been fined \$75 and costs by the Vancouver police magistrate for carrying passengers without being licensed.

The Canadian-Australian line str. Moana made a trip from Sydney, N.S.W., to Vancouver, B.C., recently in the record time of 22 days 10 hours 30 min.

The Canada-Australia line of steamships has decided to place an additional vessel for freight on the line during the summer to meet the call for extra accommodation created since

the steamers recommenced calling at Suva, Fiji.

The Sidney and Nanaimo Transportation Co. (Ltd.) has been incorporated under the B.C. Companies Act with a capital of \$100,000 to carry on a general navigation business, and to purchase the str. Iroquois and Strathcona.

The Klondike Mines Ry. Co. will, it is reported, build 20 barges with a capacity of 100 tons each, and 30 or 40 smaller barges at Whitehorse, to transport material from Whitehorse to Dawson for the construction of the railway.

The Revelstoke Navigation Co.'s str. Revelstoke arrived at Revelstoke, May 23, from Nakusp, where she was built. She will trade to La Porte and other points in the Big Bend district. Her engines were built by the Polson Iron Works, Toronto.

The C.P. Navigation Co. was at the recent session of the Dominion Parliament voted \$12,500 for a service between Victoria, Vancouver, waypoints and Skagway, and \$2,500 for a service between Victoria and the west coast of Vancouver island.

The Vancouver Ship Yard (Ltd.) has been incorporated under the B.C. Companies' Act, with a capital of \$20,000, for the purpose of acquiring the boat building business of W. Watts, to construct a marine railway, and to engage in a general shipbuilding business at Vancouver.

The Pacific Coast Steamship Co. is reported to have bought the steamers Mainlander and North Pacific, trading between Puget sound ports and Vancouver, B.C., and the Co. is also negotiating for the purchase of the steamers trading between Seattle, Wash., and Victoria, B.C.

A rate war has been started from Puget sound ports to Skagway. The Alaska Steamship Association declined to admit the Pacific Clipper line into the Association, and the White Pass and Yukon Ry. declined to give through rates, consequently the P.C. Line is selling tickets to Skagway at cut rates.

The engineers in the employ of the White Pass and Yukon Ry. Co.'s steamer service on the river have an engagement for a season of six months, and are paid \$1,500 for the first engineer, and \$1,000 for the second; overtime to be paid at the rate of \$250 a month, dating from May 25, until their return to Vancouver, with passage out and home.

The Yukon river improvements have been recommenced at Lake Laberge. It was found that to confine the water into a regular channel it was necessary to construct three dams. The first of these is 1,800 ft. long, the second 400 and the third 2,430. Of this work 610 ft. of the first, all of the second and 1,080 ft. of the third have been completed, leaving 2,090 ft. which is being done this year.

The C.P. Navigation Co. is having built at the B.C. marine railway, Esquimalt, B.C., a steamer for the coast service of the following dimensions; length, 215 ft.; breadth, 36 ft.; depth of lower hold, 14 ft.; between decks, 8 ft. She will be fitted with triple expansion engines, driving a single screw, and is calculated to make 12 knots an hour. She is expected to be ready for service in Mar., 1903.

The str. North Star, which for a number of years plied on the Kootenay river between Jennings, Mont., and Fort Steele, B.C., has been moved from the Kootenay to the Columbia river, through the abandoned canal. The locks which were too short, had to be torn out, and temporary locks were built up with sacks of earth to get the steamer through. The North Star will run down the Columbia to Golden.

The C.P. Navigation Co.'s steel steamer, now under construction at Newcastle-on-

Tyne, Eng., will, it is reported, have a draft of 14 ft., and will be modelled on the lines of an ocean-going vessel. She will have three decks, and on the upper deck will be two observation rooms, one forward for ladies, and the other astern fitted as a smoking room. The steamer will be fitted with twin screws, driven by separate triple expansion engines of 6,000 h.p., giving a speed of 20 knots an hour. This steamer is for the Vancouver-Victoria route.

The Minister of Marine recently stated that the disposition of the amount voted for aids to navigation in B.C. had not been made, but it was proposed to send the Chief Engineer of the department to B.C. at an early date, to decide on the spot what additional aids are most urgently required. Three different routes need to be protected: (1) The route outside Vancouver island on the great circle route to Japan, principally for the safety of the C.P.R. steamers; (2) the inside routes to Ladysmith, and other coal shipping centres, for the protection of the large freight steamers now engaged in carrying coal to the U.S. and other places, a traffic that is rapidly increasing; (3) the coasting trade of B.C., largely increased by the rapid development of lumbering, fishing and mining industries, and Yukon trade in all the inlets and inside passages from the boundary line north to Fort Simpson.

The Victoria Shipmasters' Association of B.C. was formed Dec. 21, 1901, for the purpose of associating together all duly qualified shipmasters for mutual protection, to uphold the legitimate status of the profession, to create an authoritative tribunal for the speedy and equitable adjustment of matters affecting shipowners and mariners, to discuss all matters of interest affecting the shipping industry, and generally to act in harmony with shipowners and brokers for the promotion of shipping interests. The Association had at its organization 45 members, and is working in harmony with council no. 6 of the National Association of Marine Engineers of Canada. At a joint meeting a number of resolutions were passed under which the engineers will not take orders away from the home port except from the captains; that the captains favor the employment of association engineers on their steamers; that disagreements between captains and engineers shall be referred to the councils of the associations instead of to the employers; that the sliding scale code of signals be adopted on Yukon boats, and that sufficient notice be given by captains to engineers before landings are made. J. J. Martin is secretary of the Association.

Press reports state that a proposition will be made at the next session of the Dominion Parliament to sanction the return to Peterson and Tate of the \$50,000 deposited as security for the carrying out of the contract entered into by them in 1897 to put on a fast line of freight and passenger steamers between Canada and Great Britain.

The Minnetonka, one of the two steamers, each 448 ft. in length, built at Cleveland, Ohio, for the American Navigation Co., New York city, was successfully taken through the St. Lawrence canals in two sections, and is being joined together in the Levis, Que., drydock. The second vessel, the Minnewaska, was not so fortunate, one of the sections grounding in the river near Ogdensburg, N.Y. The two sections were lashed together, but were wrenched apart and the stern section went aground.

An act amending the coasting regulations was passed at the last session of the Dominion Parliament, the effect of which will be that after Sept. 1 foreign built vessels seeking