

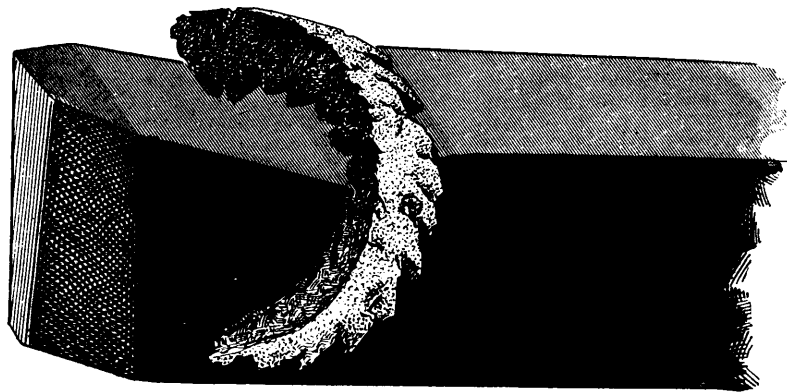
motors of the Company are W. Mackenzie and F. Nicholls.

The Locomotive and Machine Co. of Montreal, Ltd., which was incorporated last year with an authorized capital of \$1,000,000, has the following board:—President, M. J. Haney, Toronto; Vice-President, J. T. Davis, Montreal; Directors: M. Conolly, Montreal; G. P. Brophy, Ottawa; H. Miller, Ingersoll, Ont. The officers are: Chief Engineer, M. J. Butler; Superintendent, R. T. Shea; architect of buildings, E. R. Rolph. The Co. has bought about 70 acres of land at Longue Pointe, on the St. Lawrence near Montreal, and plans have been completed for the buildings, which will be principally of steel, and work on which will be commenced in March. A considerable quantity of the machinery has been bought. It is expected the work will be ready by Sep. 1 to start building locomotives, afterwards the manufacture of structural steel will be taken up, and ship-building is also likely to be gone into.

The National Association of Marine Engineers of Canada held its annual meeting at Montreal Jan. 27 to 29. The list of officers elected is given on pg. 74. It was decided to hold the next convention in Kingston, in Jan., 1904. The reports of the President and Secretary showed that the organization had made considerable progress during the year both numerically and financially, about 300 certificated engineers having joined the order in Canada during the year. A number of matters of interest to marine engineers were discussed, and resolutions were framed for presentation to the Government with a view to obtaining better protection by having the law relating to the inspection of boilers and engines amended. The chief subject of discussion was the desirability of having the Steamboat Act amended in so far as it related to the trading of foreign and British built vessels coastwise on the inland waters of Canada, to the detriment of Canadian shipbuilders and engineers holding certificates from the Canadian Government. Resolutions were framed, which will be presented to the Minister of Marine favoring the rescinding of the clauses complained of. The engineers of Montreal entertained the Grand Council at dinner; among the specially invited guests being Hon. J. I. Tarte, ex-Minister of Public Works; Mayor Cochrane, and Dr. Guerin, M.P.P.

The Upper Columbia Navigation and Tramway Co. (Ltd.), in which Capt. F. P. Armstrong, of Golden, B.C., has the controlling interest, operates two steamers on the upper reaches of the Columbia river, on the Golden-Windermere route. The str. North Star, which was brought over from Jennings, Mont., during the summer of 1902, is being fitted up as a first-class passenger boat with cabin accommodation for 100. The Co.'s second str., Duchess, which has the following dimensions: length, 81.6 ft.; breadth, 17.3 ft.; depth of hold, 4.6 ft., is being entirely rebuilt, the new dimensions being: length, 110 ft.; breadth, 21 ft.; depth of hold, 4 ft. The hull is built entirely of spruce sawn by the Columbia River Lumber Co., of Golden, B.C., and very carefully selected. The estimated draft, light, is 9 ins., and she will carry a paying load on a draft of 14 ins., the depth of water on the bars of the Upper Columbia river during low water. The upper works are to be of light cedar, and while giving very comfortable quarters for 25 passengers, the cabin space has been so well utilized that the size and weight of the house are relatively small. The business on the route has grown considerably during the last two or three seasons, which made it necessary to improve the steamers on the route. The mines of the Winermere district are becoming heavy shippers, and provide a good deal of business for the steamers on the route.

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