

the steamer were published on pg. 141 of our April issue.

F. B. Polson, who recently returned to Toronto, after being absent in England for some weeks, brought with him the motor boat Scolopendia, a 30-ft. launch, fitted with 50 h.p. engines and capable of making 20 miles an hour. It is proposed to build similar launches at the Polson Iron Works, the engines being imported from England.

The freight passing through the Sault Ste. Marie canals for June was 3,139,236 tons, a decrease of 1,965,842 tons in June, 1903. The decrease in freight passing through the U.S. canal was 1,488,525 tons, and through the Canadian canal 477,317 tons. To June 30, 3,549,156 tons of freight passed through the canals against 11,944,934 to same date, 1903.

The Collector of Customs at Kingston for some time refused to permit the str. America to land at Kingston, Ont., July 3. The steamer had taken the 14th Regiment to Cape Vincent, N.Y., to take part in a demonstration on the following day, and was returning to Kingston, having on board a number of citizens who had accompanied the regiment across.

The str. Turbinia was placed on her route between Toronto and Hamilton, July 30, having made her first invitation trip on the previous day. The steamer makes the trip in 30 or 40 minutes less than the previous record. There has not been any cutting of rates, except in the way of special afternoon trips and privileges, as yet on the route owing to the competition.

The lightship Anticosti, built by the Polson Iron Works, Toronto, for the Dominion Government, was given a trial trip July 13, and left for Quebec the same night. On reaching Quebec her permanent crew were taken on board, the supplying of the vessel was completed, and the Anticosti has now been placed in position off the island of that name in the Gulf of St. Lawrence.

A second steamer has been placed on Lake Temagami, by D. O'Connor, in order to meet the increasing demands of settlers and tourist travel. The first steamer was taken in for the opening of the season of 1903, and since then the Temiskaming and Northern Ontario Ry. has been completed to the lake, bringing with it a large increase of trade. The second steamer is 85 ft. long, and was placed on the lake early in July.

The U.S. Government has let a contract for the widening and deepening of the channel through Amherstburg reach and into Lake Erie as far as Bar point. Dunbar and Sullivan, who are now deepening the channel at Lime Kiln Crossing, at a cost of \$600,000, have the contract, which involves an additional \$400,000. The two jobs will take three years to complete. The Amherstburg reach work is to provide a clear channel depth of 21 ft. for a minimum width of 300 ft. and for a possible maximum width of 800 ft. from the south end of the Lime Kiln crossing to deep water in Lake Erie. The length of the channel covered by this work is about nine miles.

Several changes in the staff of the Collingwood Shipbuilding Co. are reported, including the resignation of J. Smith, mechanical superintendent, and F. Johnston, who had charge of the accounts, finances, etc. Press reports state that H. Calderwood, the manager, is about to resign. A vacancy in the directorate has been occasioned by the death of the President, J. J. Long. It is said that W. R. Johnston, wholesale dry goods merchant, Toronto, bought some \$40,000 of stock in the company a year or two ago for his son Frank, believing it to be treasury stock, but subsequently discovering that the stock was owned by the late J. J. Long and had practically been unloaded on him, immediately on Mr. Long's return from Europe early in June he

demanding a return of the money and secured it shortly before Mr. Long's death.

The hydraulic lift lock at Peterboro', on the Trent Valley canal waterway, was opened for traffic July 9. The Minister of Railways and Canals and a large number of senators and members of Parliament were present. The new lock completes a chain of navigation of 160 miles from Heeley's Falls, on the Trent, to within a few miles of Lake Simcoe, leaving 43 miles of the Trent Valley system still to be established, of which 17 miles of river will have to be canalized. The lock cost \$500,000 and aims at one lift to overcome by one locking a difference in levels of 65 ft. After the party had descended the lock in two steamers, the time occupied being about five minutes in each case, the Minister of Railways and Canals declared the lock open, and in his and the other speeches delivered, special reference was made to the manner in which the progress of the work had been aided by Hon. A. G. Blair, formerly Minister of Railways and Canals; C. Schrieber, Chief Engineer of the Department; R. B. Rogers, Superintendent of the canal, and W. J. Francis, engineer in charge of construction since 1900.

Manitoba and Northwest Territories.

A steamboat is being built at Winnipeg, to replace the sternwheel str. Gertie H., but will not be completed in time to run this season.

G. Knight has secured a site on the Red River at Winnipeg, for a yard for the construction of motor launches. Two launches have already been built for Winnipeg owners.

The Hudson's Bay Co.'s str. Lily after a recent trip to Edmonton, Alta., ascended the Battle River for some miles. The last steamer making the trip on the Battle River was the Northcote in 1901.

A. R. Dufresne, engineer in charge of construction of the work at St. Andrew's rapids on the Red River between Winnipeg and Selkirk was in Ottawa recently, to see the Minister of Public Works, respecting the work to be done during the current year.

The Lake Manitoba Quarry and Transportation Co., of Carberry, Man., in connection with the development of its quarry and other interests at the Narrows of Lake Manitoba, has placed a steam tug and two large barges on the lake. G. B. Murphy is President of the company.

The Athabaska Fish Co. (Ltd.) has been incorporated under the Dominion Companies' Act, with a capital of \$100,000 to own steam and other vessels, and to carry on a general navigation business in connection with a number of other business undertakings. The provisional directors are: J. K. McKenzie, R. Smith, H. C. Ray, J. A. Macdougall, W. J. Cline, all of Selkirk, Man., where the head offices of the company are to be situated.

The bill to incorporate the Great Lakes and Northwest Transportation Co., with a capital of \$10,000,000, with power to construct and operate a navigable waterway, from Lake Superior at or near the mouth of the Kaministiquia or Pigeon Rivers, westerly to Rainy Lake, thence by Rainy Lake, Rainy River, Lake of the Woods and Winnipeg River to Lake Winnipeg, thence by Lake Winnipeg, Cross Lake and Cedar Lake to the Saskatchewan River; or from Lake Winnipeg by the way of Red River, Assiniboia River, Lake Winnipegosis, Lake Manitoba, and Cedar Lake to the Saskatchewan River; and to improve the navigation of the Saskatchewan River and its tributaries, has been before the Railway Committee of the House of Commons, and has been held for consideration by the Minister of Railways and Canals. The passing of the bill was opposed by the Winnipeg and Edmonton, Alta., boards of trade.

B.C. and Pacific Coast Shipping.

The C.P.R. has placed the str. York in service on Okanagan Lake, B.C., in addition to the Aberdeen, to meet the demands of the summer trade.

New York and Boston, Mass., capitalists are reported to be looking for a site at Victoria, B.C., with a view of establishing a ship-building yard.

The Dominion Government is considering tenders for the construction of a new tow and snag boat for the Fraser River, delivery to be made at New Westminster, B.C.

The new ferry steamer for the North Vancouver Ferry Co. was expected to be completed and placed in service July 20. The frames for the hull, and engines were constructed at the Polson Iron Works, Toronto, and sent out to Vancouver, where the vessel was put together.

The wreck of the C.P.R. str. Islander, sunk in 1902, with considerable loss of life, has been located between Douglas Island and the Alaskan mainland, and the Neptune Salvage Co., Tacoma, Wash., has begun the work of getting out the cargo, etc., preparatory to an attempt to raise her.

The U.S. Customs authorities have given instructions to their representatives on the Pacific coast, and in Alaska, to give all necessary aid to the C.P.R. in the action it proposes to bring to have the fine of \$2,500 inflicted on the Princess May by the collector at Ketchikan, Alaska, declared illegal, and to have an authoritative interpretation of the coasting laws.

The British steamer J. W. Tyrrell was chartered to carry an excursion up the Yukon river from Dawson city, Yukon, on July 4. The party was composed of U.S. citizens and children, and the captain of the steamer was forced to raise the U.S. flag over the steamer. On its return to Dawson the Collector of Customs called for an explanation, and the facts have been reported to Ottawa.

The C.P.R. str. Princess Victoria has been placed on a run serving Victoria, Vancouver and Seattle. The time-table being: Leave Victoria, 7.30 a.m.; arrive Vancouver, 11.30 a.m.; leave Vancouver, 1.00 p.m.; arrive Victoria, 5.00 p.m.; leave Victoria, 7.00 p.m.; arrive Seattle, 11.00 p.m.; leave Seattle, 12.00 midnight; arrive Victoria, 4.00 a.m. This schedule is for a service of seven days a week.

The Lake Simcoe has been chartered by the Canadian Lines (Ltd.), and it is understood that the Lake Erie will also be chartered and that both will run between Havre and Rotterdam, and Quebec and Montreal. The two steamers are owned by the Elder-Dempster Co., but did not pass over to the C.P.R. when that company bought out the Elder-Dempster Co.'s Canadian business.

The 1904 edition of the Little Red Book has been issued by the Penton Publishing Co., (the Marine Review) Cleveland, Ohio. The book is specially made to carry in the vest pocket, so as to be always at hand, and gives in very handy form a list of the vessels, with owners and chief officers for the season. The issue is a little later than usual, the recent strike having delayed the appointment of officers. The book contains information of about 2,000 vessels, of which 121 are Canadian, and represent 24 owners and lines. A table in the book this year shows the capacity in iron ore of every vessel that is suited to this special trade.

The 18th annual issue of Beeson's Marine Directory of the Great Lakes, just issued by H. C. Beeson, Chicago, Ill., has been in-