

NORTH VANCOUVER FERRY AND POWER CO.'S COMPOSITE SCREW FERRY BOAT. COMBINATION INBOARD AND OUTBOARD PROFILE.

the finishing of the steamer and to bring her out. She will be named Turbinia, and is expected to be on the route by the middle of May.

The John Island Tug Co. (Ltd.) has been incorporated under the Ontario Companies' Act with a capital of \$8,000 and head offices at John Island, Ont., for the purpose of operating steam vessels. G. H. and W. C. Moulthrop, of Bay City, Mich., and J. McEwan, of Sault Ste. Marie, Mich., are the provisional directors.

Some differences between Capt. Thos. Donnelly and the Donnelly Wrecking Co., of Kingston, Ont., have been before the courts for over a year, and in connection therewith an order of commitment has been issued against Capt. Donnelly unless he complies with an order of the court for an accounting of certain business transactions.

There is under construction at the Bertram Engine Works Co., Toronto, a tug for the Glass Reef Mining Co., for its use on Lake Wabigoon, Ont. The principal dimensions are: length, over all, 50 ft.; breadth, 12 ft.; depth, 6 ft. She will be fitted with a high-pressure engine, 8 in. by 8 in., to which steam will be supplied by a Scotch boiler, 54 in. by 72 in. Her speed is expected to be 10 miles an hour.

The Farrar Transportation Co., which owns the str. Newmount, declared a dividend of 10% on its business for 1903. The directors and officers elected for the current year are: President, C. A. Farrar; Vice-President, Capt. Scott; Treasurer, W. R. Rowland; Secretary, G. E. Fair; Manager, W. Carnichael; other

directors, F. A. Bassett, — Ferris, — Wylie and — Pearsall. The Company's offices are at Collingwood, Ont.

The Rat Portage Lumber Co. is having built by the Bertram Engine Works Co., Toronto, for its trade on the Lake of the Woods, a tug having the following dimensions: length, over all, 72 ft.; breadth, 16 ft. She will be fitted with compound engines, 10 in. and 22 in. cylinders by 16 in. stroke, to which steam will be supplied by a Scotch boiler, 8½ by 10½ ft.

An act has been passed by the U.S. Congress authorizing the payment of \$50 to the Hackett Wrecking Co., of Amherstburg, Ont., being a refund of a fine inflicted for entering a U.S. port without having clearance papers. The tug was engaged in salvage operations on a U.S. vessel ashore on the Canadian side, and springing a leak herself had to put into Marine City, Mich. The fine was originally \$1,000, but was reduced to \$50.

The Huntsville, Lake of Bays and Lake Simcoe Navigation Co. had a satisfactory season during 1903, according to the report presented at the annual meeting held Mar. 2. It was decided to build two new steamers for the Lake of Bays in order to accommodate the increasing tourist traffic, one to be built this year. The following were elected directors: Capt. G. F. Marsh, W. Duperow, Huntsville, Ont.; W. H. Patton, E. J. B. Duncan, E. A. Taylor, Toronto.

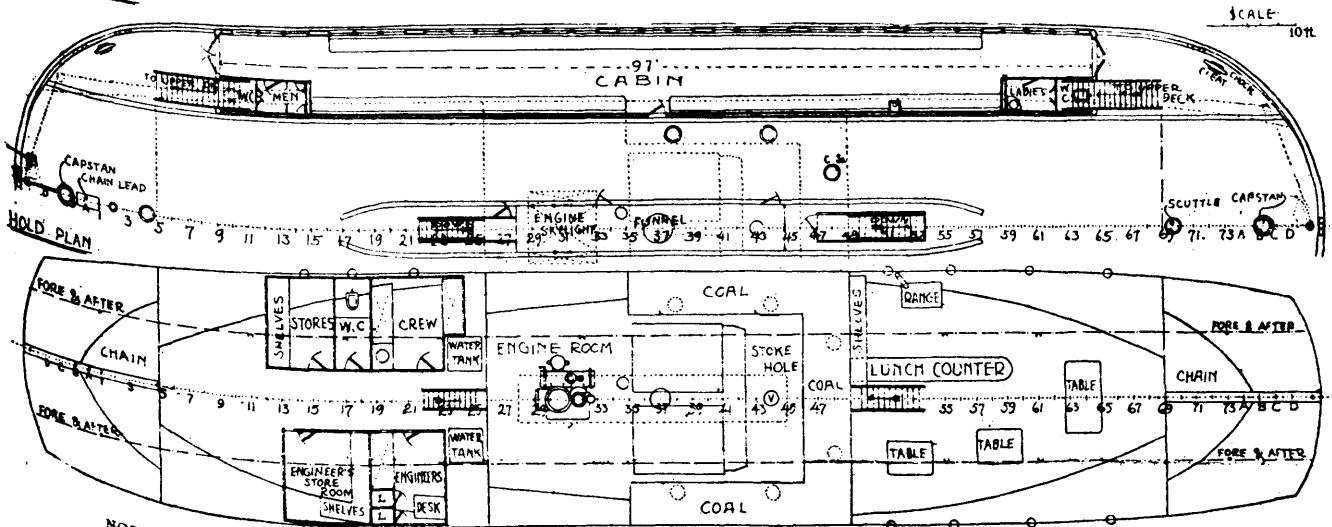
The Bertram Engine Works Co., Toronto, is building a passenger steamer for P. P. Young, of Young's Point, Ont., for the Kawartha lakes trade. Her dimensions will be: length, over all, 92 ft.; breadth, 19 ft.; depth,

6 ft. She will be fitted up in a most complete manner. The engines will consist of a fore and aft. engine, cylinders, 6 in. and 18 in. by 12 in. stroke, to which steam will be supplied by a Fitzgibbon boiler, 54 in. by 96 in. She is expected to develop a speed of 12 miles an hour.

A large grain-carrying and package freight steamer no. 43 is being built by the Bertram Engine Works Co., Toronto. It is expected that she will be launched early in April, and that she will be completed for the trade during the coming season. Her dimensions are: length, over all, 256 ft.; breadth, 42 ft.; depth, 18 ft.; and she will be fitted with one triple expansion engine, cylinders, 15 in., 25 in. and 42 in. by 30 in. stroke, to which steam will be supplied by two return tubular Scotch boilers, 10 ft. diameter, by 11 ft. long, at a pressure of 180 lbs. It is expected to develop a speed of 12 miles light, and 10½ miles loaded. The steamer is of an improved type of grain carrier capable of going through the canals with a complete load of 70,000 bush. Accommodation is also being provided with all modern conveniences for the package freight trade including six 3-ton deck cranes. She has not been sold.

The Montreal and Lake Superior Line is the name decided on for the line to be operated between Montreal and Port Arthur and Fort William, the steamers for which will be owned by the Canadian Lakes and Ocean Navigation Co., of Toronto, and the New Ontario Steamship Co., of Hamilton. The first-named company will put its steamers J. H. Plummer, H. M. Pellatt and A. E. Ames in the service, and the N.O.S. Co. will

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