

Sault Ste. Marie and Owen Sound, calling at intermediate points, and making connection with the King Edward at Killarney, Ont.

The Ottawa Transportation Co. is building, at its Hull, Que., yard, two barges, each about 120 ft. long, 24 ft. beam, and 9 ft. depth of hold. The hulls are being built of B.C. fir. The barges will be ready for the opening of navigation, and are for the company's trade between Ottawa and Montreal. The company's fleet this year will consist of five tugs and 64 barges. Its principal freight from Ottawa to Montreal consists of lumber, and the return freight is mainly coal and sulphur.

A syndicate represented by J. J. Boland & Co., Buffalo, N.Y., has purchased the steamers Eben Ward and J. M. Nicol of the old Ward Line, and the str. Juniata of the old Anchor Line, and it is stated that they will be operated as the Canadian Fort William line. The starting point of the line will be at Buffalo, River ports, or any other ports where a sufficiency of package freight business may be picked up; Sault Ste. Marie, Mich., and Fort William, Ont., where connection will be made exclusively with the C.P.R. The Juniata is the only steamer which requires much in the way of repair, and when the repairs are completed she will be named the Winnipeg.

The annual meeting of the Rideau Lakes Navigation Co. was held at Kingston, Ont., Mar. 8, after adjournment from Feb. 8. The officers and directors for the current year are:—President and General Manager, Capt. D. Noonan, Kingston; Vice-President and Secretary-Treasurer, C. Adams, Toronto; other directors: Jno. Foley, Westport, Ont.; J. H. Adams, Toronto, and E. E. Fleming, Kingston. The capital of the company is \$100,000, of which \$60,000 has been paid up. It owns two steamers—Rideau King and Rideau Queen—and carries on a regular passenger and freight business between Kingston and Ottawa, via the Rideau Canal and lakes. A press report states that the company has decided to run its steamers to Clayton, N.Y., this season, to meet the trains of the New York Central and Hudson River Rd.

The Northern Navigation Co.'s officers and agents met in Collingwood recently, and discussed plans for the forthcoming season. The services to be given include the following:—from Collingwood to Sault Ste. Marie, via Meaford and Owen Sound, returning by the same route, Tuesdays, Thursdays and Saturdays, to be made by the steamers City of Collingwood, City of Midland, and Germanic; from Collingwood to Parry Sound, Byng Inlet and French River, regular trips will be made by the Britannic; from Collingwood to Penetanguishene and Parry Sound, continuing to Point au Baril, three days a week, daily trips by the City of Toronto; from Sarnia to points on Lake Superior, regular trips by Huronic, United Empire and Monarch; and a new route will be opened between Toledo and Sault Ste. Marie, calling at Windsor, Detroit, Sarnia, Goderich, Killarney and other ports, by the str. Majestic.

Petitions have been presented to the House of Commons on behalf of the York County Council and the City of Toronto, protesting against the passing of an act to incorporate the Canadian Canals Corporation to construct a canal and portage railways from Georgian Bay to Lake Ontario. Opposition is being given to the passing of the bill through committee by the Toronto City Council. A deputation representing various municipalities in York County, and the Trent Valley Canal Extension Association, recently waited on the Government to urge a project of canal extension in the county. The plan advocated is the construction of a canal from Lake Simcoe, about nine miles to Aurora, by way of Holland Landing, Newmarket and Aurora, so as to enable the products of these towns to enter

the Trent Valley Canal at Beaverton, and get an outlet by water transport. Other projects which are suggested are to extend a canal from Lake Simcoe to Schomberg, to connect Sutton by a canal with the lake, and to deepen the Holland River.

An examination of the Ottawa-Georgian Bay navigation route has been undertaken by the Public Works Department and surveys are now under way. This is the first thorough examination of the project ever undertaken. W. Shanley made a partial survey and submitted a report to the Legislative Assembly of Canada in 1858, and T. C. Clarke made another partial survey and reported in 1860. Both of these surveys were for a 12 ft. barge navigation. The present examination is to determine the excavation and structures necessary and the right-of-way required for a navigation of not less than 22 ft. in depth. The line from Montreal to Georgian Bay, 430 miles, is divided into three districts, the first of which is from French River to Des Joachines in charge of S. J. Chapeau, District Engineer; the second district extending to Ottawa is under E. J. Rainboth, District Engineer, and the third extending to Montreal under C. R. Coutlee, District Engineer. A. St. Laurent is Engineer in charge at Ottawa, and E. D. Lafleur, Chief Engineer of Public Works, is the President of the Board, which is constituted of the engineers named. It is hoped to complete the field work this year. The route of the proposed canal extends from the mouth of the French River to Montreal. It follows the French River and Lake Nipissing; passes, at the height of land, through Trout, Turtle and Talon Lakes; follows the Mattawan River to its junction with the Ottawa, thence down the Ottawa as far as Montreal, leaving the bed of the river occasionally to evade difficult points. Sixty-two miles of this route having been carefully surveyed in 1901, there remained 368 miles to be covered by the new survey. It was decided from the beginning that the information gathered to study the feasibility of the route, to prepare plans and make a close estimate of the cost of the whole route, should be entirely original, and that old plans from old, partial surveys should be used only as preliminary information and for general guidance.

Manitoba and Northwest Territories.

A deputation from Winnipeg, Brandon and other points in Manitoba, recently waited on the Dominion Government urging the dredging of the Assiniboine River between Winnipeg and Brandon.

P. Paradis, Dominion Government engineer, has concluded an inspection of the Saskatchewan River at Prince Albert, Sask., with a view of reporting as to the work necessary to be done in order to improve the navigation.

The Hudson's Bay Co.'s str. Stork, which left Moose Factory, Ont., on Hudson's Bay, for London, Eng., in Sept., 1904, and on which re-insurances at 75 guineas per cent. premium were effected, owing to her non-arrival, was caught in the ice in Hudson's Straits, and returned to the bay to winter. Direct news of the vessel reached Winnipeg by a courier from the ship, Feb. 27. The last occasion on which the company's steamer had to winter in the bay was in 1891.

B.C. and Pacific Coast Shipping.

The Dominion Government steamer Quadra is being given a pretty general overhaul at Esquimalt, B.C.

A large railway car ferry has been built at Vancouver, B.C., for transporting railway cars between Comox, B.C., and a nearby smelter.

The property acquired by the C.P.R. by its purchase of the Esquimalt and Nanaimo Ry. includes the steamers City of Nanaimo, Joan and Czar.

The Dominion Government has placed a contract at New Westminster, B.C., for the construction of a new snag boat. The new steamer will be 150 ft. long, 30 ft. beam, and 6 ft. depth of hold, and will replace the Sampson, now in operation on the Fraser River.

The British Columbian Steamship Trading and Agency Corporation, a London, Eng., company, owning the barque Perseverance, and engaged in general trading along the B.C. coast, has assigned. Its liabilities are stated to be £1,990 to creditors, with no assets; and to shareholders there is a deficiency of £2,942.

The official report on the affairs of the Victoria and Esquimalt Pilotage Board, which resulted in the cancellation of the appointment of E. C. Baker as Secretary-Treasurer, recommended that the Secretary-Treasurer should not be a member of the board as at present, and that the accounts of the board should be audited annually.

Following are the officers of the Pacific coast division of the Merchants' Service Guild of Canada:—President, Capt. W. Cox, Victoria; First Vice-President, Capt. T. H. Brown; Second Vice-President, Capt. G. Robertson, Nelson; Secretary-Treasurer, J. J. Martin, Victoria; Trustees, Capts. C. Eddie, Vancouver; G. Robertson, Nelson; T. H. Brown, Atlin; J. T. Walbran, W. Cox, D. G. Macaulay and J. M. Newcomb, Victoria.

The present Seamen's Act contains a provision allowing a shipping master 50 cents for shipping a seaman for a vessel's crew, which applies to British Columbia only. Some difficulty was experienced in the operation of the act, and as a result vessels have been obliged to go to U.S. ports to engage crews. It is proposed to amend the act in such a way as to enable shipping masters to delegate their powers, and to charge what is regarded as a reasonable price for the work. The bill, however, has been postponed for further consideration.

The Steamboat Inspection Act.

The bill to amend the Steamboat Inspection Act, introduced this session by L. McCarthy, M.P., was referred by the House of Commons to a special committee. Deputations representing the Dominion Marine Association, and the National Association of Marine Engineers of Canada, appeared before the committee and discussed the proposed new provisions at length. The principal point on which there was a difference was upon the question of the class of engineers to be employed on tug boats, and after some discussion a compromise was effected between the Marine Engineers' Association and the tug owners, the terms of which were laid before the special committee Mar. 1. The agreement provided for the insertion of a clause by which the act would not come into force until Jan., 1906, so as to leave the traffic for the present year uninterrupted. In substitution of the words, "Provided, however, that if any of the vessels mentioned in this section—except the steam yachts therein mentioned—carries passengers for or without hire, such vessel shall be deemed to be a passenger steamboat for the time being and shall be subject to all the provisions of the act from which by this section such vessel is exempt," in sub-section 1, section 3 of the act of 1898, it was arranged to insert the following words:—"No steam yacht used exclusively for pleasure or private use, without hire or remuneration of any kind, no tug boat and no steamboat having an engine under 11 nominal horse-power single