

Officer; W. Whipps, Chief Engineer; P. L. Patterson, Purser. City of Parry Sound, S. Walton, Master; J. L. Smith, Chief Engineer; H. A. Currie, Purser. City of Toronto, A. C. Cameron, Master; D. McQuade, Chief Engineer & Purser.

NORTHWEST TRANSPORTATION CO., Sarnia, Ont.: Monarch, Master, E. Robertson; Engineer, E. W. McKeane; Purser, J. H. Ronan; Steward, G. E. Morrison. United Empire, Master, J. McNab; Engineer, S. Brisbin; Purser, W. A. Young; Steward, T. R. Ingles.

TORONTO FERRY CO., Toronto: Steamers—Primrose, Master, C. Tufford; Engineer, H. Brownley. Mayflower, Master, G. Moulton; Engineer, E. Abbey. Shamrock, Master, T. Jennings; Engineer, D. Foley. Thistle, Master, A. Martin; Engineer, M. Murphy. Kathleen, Master, J. Fertile. Island Queen, Master, J. Tymon; Engineer, T. Good. Luella, Master, M. Corcoran; Engineer, J. Smiley.

Fort William Grain Shipments.

At the recent annual meeting of the Winnipeg Grain Exchange, President Bawlf, in the course of his retiring address, said: "During 1897 there was a very large increase in the capacity of elevators for handling grain from farmers, & there is no grain producing country in the world to-day that is better equipped for the receiving, cleaning & shipping of grain than Manitoba.

Owing to the very high prices that were paid for wheat the marketing of the crop of 1897 was pushed vigorously, farmers being anxious to sell & deliver wheat in order to take advantage of the high prices. This marketing taxed the transportation companies to their utmost. The movement of wheat east from Manitoba during October & November was the largest in the history of the country. The bulk of it found its way out of the country by the C.P.R. to Fort William, a small percentage only going by Duluth.

I do not think many members of the Exchange or the public generally have any idea of the importance of Fort William as a shipping port, & in order to convey some idea of the quantities of grain shipped, I give the following figures showing the number of bushels of wheat shipped during the past three years:

Season of 1895..	10,587,866 bushels.
" 1896.....	12,689,000 "
" 1897	17,600,000 "

Of the quantity in the latter year, 12,928,000 bus. was shipped for export, 11,000,000 went by way of Buffalo, the bulk of it in American bottoms; while 2,000,000 found its way to the seaboard by way of Montreal. In 1897 there was shipped from Montreal about 10,000,000 bus. of wheat against 17,000,000 from Fort William. The total shipment of grain of all kinds from Montreal for 1897 (wheat, corn, peas, oats, barley & rye) was 27,000,000 bus. It will be observed that Fort William shipped nearly double the quantity of wheat, in 1897, that was shipped from Montreal.

In connection with the port of Fort William, the Exchange has been endeavoring during the past year to have better appliances used for keeping navigation open a greater length of time than hitherto. In 1895 the last vessel left Fort William on December 6. In 1896 navigation closed about November 30, but the Algonquin sailed from Port Arthur a few days later. In 1897 the last vessel loaded at Fort William on December 9, & vessels could have loaded at Fort William as late as December 15 without any difficulty. In order, however, to maintain navigation to so late a date as this, it is necessary that there should be more powerful boats employed on the river than are now there, & I think it is clearly the duty of the Government to take this matter up with vigor & see that a port of the importance of

Fort William has not to be closed prematurely. There is no reason why Fort William should not be kept open longer than the neighboring port of Duluth.

C.P.R. Stikine River Boats.

Capt. Troup, Superintendent of the C.P.R. Co.'s B.C. Inland Steamers, wrote us from Vancouver, March 19:—"We have now under construction 12 steamers for the Stikine River trade, as follows:—Three steel boats, each 140 ft. long, 30 ft. wide, 5 ft. deep, building at Toronto. These will have 16 in. cylinders 6 ft. stroke, with locomotive boilers to carry 175 lbs. steam pressure. These boats will be shipped to Vancouver in sections, & set up here, where the house work will be put on them, & then they will be sent to Fort Wrangel.

"We are building in Vancouver 5 wooden boats as follows:—One boat 150 ft. long, 30 ft. beam, 5 ft. deep, with engines 17 in. cylinders, 6 ft. stroke, 175 lbs. steam pressure. Three boats 145 ft. long, 30 ft. wide, 5 ft. deep, all with cylinders 16 in. bore, 6 ft. stroke. One boat 120 ft. long, 22 ft. wide, 4 ft. deep, with engines 12 in. by 4½ ft. The 3 steel boats & 3 of the wooden boats will be given 1st class passenger accommodation; 2 of the wooden boats will be fitted up as freight steamers only.

"We are building in Seattle 4 steamers for the same trade, 2 of them to be 150 ft. long, 32 ft. beam, & 2 to be 145 ft. long, 30 ft. beam. One of these is to be fitted as a passenger boat, and the other 3 as freight steamers.

"The passenger accommodation on these steamers will consist of 18 and 20 staterooms to the boat, besides accommodation for the crew. Each stateroom will have 1st class spring & hair mattresses, & be as comfortable as the steamers in the Kootenay district. Modern plumbing and electric lights will be used, in fact these boats will be as good of their class as are built in any part of the world. The names decided upon so far are Geo. M. Dawson, Ogilvie, McConnell, Dalton, Walsh, Constantine. The boats have all been designed by me, & we expect to have 3 of them completed by April 5, & about four of the others completed by April 20, & the last of the 12 should be at Fort Wrangel early in May."

A special train, conveying sections of one of the steel river steamers built at the Polson Engine Works, Toronto, arrived in Vancouver the last week of March. Before shipment from Toronto, the steamer was set up, inspected & then taken apart, 100 men being employed for this purpose. Thirty men from the Polson yard preceded the boat to put it together on arrival. W. E. Redway, Superintendent of the Polson Iron Works, who is in Vancouver, reports the steamer well under way, the riveting being almost finished. Three wooden vessels of the same type are under construction in the same yard, but the steel steamer arouses the greatest interest.

Lake Carriers' Association.

A meeting was held at Cleveland, Ohio, Mar. 22, to fix the salaries of the officials of the Association, including the shipping masters, & adopt a schedule of wages for the men employed on boats. The officers' salaries will be the same as last year. The new schedule of wages adopted, which went into effect April 1, is the same as the opening card for season of 1897. The outlook in the freight situation is about the same as it was then, & the members decided to make no change. The steamers are divided into 3 classes, & the consorts & sail vessels into 2 classes. Steamers of the 1st class have water bottoms & triple expansion engines. The 2nd class includes all metal steamers not included in class 1, & all wooden steamers with triple expansion & with compound engines, & the 3rd class takes in all the small steamers with high

pressure or low pressure engines, covering all boats not included in the two former classes. The schedule follows:

ON STEAMERS.

	1st class per month	2nd class per month	3rd class per month
Chief engineer	\$105	\$90	\$60 to \$75
Second engineer	70	65	50
First mat:	75	65	50 to 60
Second mate	50	40
Cooks	50	45	40
Helpers to cooks	15	12
Firemen	30	30	25 to 30
Wheelmen	30	30	25 to 30
Lookouts	30	30	25 to 30
Deckhands	15	15	15
Oilers	30

ON CONSORTS AND SAIL.

First mates	45	\$30 to \$40
Second mates	35
Cooks	30	20	25
Seamen	30	20 to 25

Firemen fitting out & laying up, \$1.25 a day.

A. R. Rumsey was re-appointed chief shipping master. The other shipping masters are: J. W. Hanson & Capt. W. Anderson, Chicago; Capt. Frank Brown, South Chicago, vice M. Fish; Capt. Lemon, Milwaukee; Capt. Fletcher, Buffalo; Capt. P. Mitchell, Toledo; Capt. D. Harrington, Ashtabula, & W. Wall, assistant, Cleveland.—Marine Record.

Richelieu & Ontario Appointments.

At a meeting of directors Mar. 23, H. Bouchard, who has been with the company for 17 years as steward of different boats, was appointed Inspector of Stewards, a new office. His headquarters will be in Montreal, but his duties will call him all over the route wherever complaints of passengers or other matters may demand his attention. The resignation of Capt. Tranchemontagne, of the Chambly, who has been 17 years with the Co., was accepted.

The appointments of stewards & engineers were made as follows:—Canada, Steward, G. Lefebvre; Engineer, E. Lacroix. Carolina, Steward, T. Payne; Engineer, L. Latulippe. Quebec, Steward, J. B. Barbeau; Engineer, J. B. Gendron. Montreal, Steward, E. Guerin; Engineer, F. X. Hamelin. Three Rivers, Steward, E. Boivin; Engineer, F. Gendron. Berthier, Steward, L. S. Masse; Engineer, D. Laviolette. Terrebonne, Steward, J. E. Masse; Engineer, M. Sheriden. Chambly, Steward, M. Ayott. Mouche-a-Feu, Engineer, P. Bouchet. Hochelaga, Engineer, A. Chapullon. Longueuil, Engineer, Boncage. Hossana, Engineer, H. Gendron. Laprairie, Engineer, not appointed; P. McLean appointed Captain. Hamilton, Steward, E. Marcil; Engineer, G. Marshall. Corsican, Steward, L. Jolly; Engineer, J. Parker. Algerian, Steward, W. J. Clark; Engineer, T. Wadsworth. Bohemian, Steward, F. M. Hepburn; Engineer, not appointed. Passport, Steward, D. Cambridge; Engineer, W. Taylor. Columbian, not appointed. The balance of the appointments are arranged as follows: Each pilot appoints his 2nd pilot & wheelman; the 1st mate employs his own deck hands; the steward his own waiters & cooks, & the engineers their own stokers & other assistants, which make up the full complement of each crew.

The Co. is making energetic efforts to secure a large share of the tourist travel for Canada & to this end has already agents on the road working it up; W. A. Claney, formerly passenger agent of the Co. in the Eastern States; H. F. Chaffee, in the Southern States, & W. A. Fletcher, in the Western States.