

and is to have considerable repairs done to her hull, boiler and machinery. The company's steamers City of Collingwood and Majestic are also undergoing repairs. All the work is being done at Collingwood, Ont., the total expenditure being estimated at from \$25,000 to \$30,000.

It is proposed to straighten the channel of the Otter River at Port Burwell, Ont., by cutting a new one, 400 yards westward through the flats, and filling up the old channel. A breakwater about 800 ft. long will also be constructed, and the east pier lengthened 300 ft. It is expected to get the work completed this year. The object is to improve the entrance to the port for the coal vessels, which are coming there in increasing numbers.

The number of vessels entering the port of Toronto during the season of navigation of 1904 was 3,398, with a tonnage of 1,412,459 tons, against 3,164 vessels of 1,165,289 tons in 1903. The freight carried included 171,503 tons of coal, and 380,250 packages of fruit. There are 72 vessels laid up at the port, including 10 passenger steamers, seven freight steamers, 13 schooners, nine steam launches, nine steam ferries, four tugs, 16 yachts, and four dredges, representing a total of 11,919 tons register.

The report of the directors and statement of accounts of the Muskoka Lakes Navigation and Hotel Co., which were published in our Feb. issue, were passed at the annual meeting of shareholders held in Toronto Jan. 26. Following are the officers and directors for the current year: President, J. S. Playfair; Vice-President, F. J. Phillips; Manager and Secretary, A. P. Cockburn; other directors: Sir John Boyd, G. T. Ferguson, R. K. Burgess, R. A. Lucas, M. S. Wilson. Assistant Manager and Treasurer, M. Wasley; Manager Royal Muskoka Hotel, L. M. Boomer.

The applicants to the Dominion Parliament for the incorporation of the Canadian Canals Corporation to construct a canal or canals, with portage railways to connect the different stretches of water navigation, are: Col. J. I. Davidson, P. Howland, R. C. Steele, A. T. Drummond, of Toronto; T. Burnham, of Chicago, Ill.; T. W. Hugo, of Duluth, Minn.; H. C. Spaulding, New York. They ask for power to issue \$15,000,000 of capital stock. The project is being primarily promoted by H. C. Spaulding, a New York engineer, who has designed the special carriage for the vessels, which he proposes to haul along the portage railways on eight

tracks. The York County Council has had the bill before it, and decided to oppose its passage through Parliament.

The Polson Iron Works (Ltd.) has been incorporated under the Dominion Companies' Act with a capital of \$1,000,000 and offices at Toronto, for the purpose of carrying on the business of shipbuilders, shipowners, contractors and builders of ships and dredges, also to carry on the business of builders and manufacturers of all kinds of machinery, engines and boilers; to acquire the business now carried on by the Polson Iron Works; to acquire or hold stock in other businesses of a similar nature, and with all necessary powers to carry on the business. The provisional directors are: A. H. Jeffrey, Assistant Manager Polson Iron Works; W. B. Tindall, accountant; J. J. Main, boiler superintendent; Mrs. B. S. Polson, wife of F. B. Polson, manufacturer; Mrs. J. Miller, wife of J. B. Miller, lumber merchant, all of Toronto.

A despatch to Toronto daily papers, dated Collingwood, Ont., Jan. 30, stated that the first annual meeting of shareholders of the steamer City of Windsor was held there on Jan. 26, that a dividend of 10% was declared; that \$779.59 balance of net earnings was carried forward to credit of contingent account, that the following board was elected:—President, C. Cameron; Vice-President, J. K. McLaughlin; Secretary-Treasurer, T. Long; Manager, P. M. Campbell; that the question of increasing the company's tonnage was discussed, and that the Manager was instructed to examine the several steamers that were offered for sale and to report to the board. From the despatch above quoted it might be inferred that the owners of the boat had been incorporated as a joint stock company, but this does not appear to be the case. The City of Windsor is said to have been purchased from the Algoma Navigation Co. for about \$3,000 or less. Possibly \$1,200 or \$1,500 was spent in repairing her, and the total investment is believed to be under \$5,000.

Manitoba and Northwest Territories.

The Hudson's Bay Co. has purchased the Antarctic exploration ship Discovery, now at London, Eng. When altered for her new work, the Discovery will proceed to Hudson's Bay.

The Stork, the Hudson's Bay Co.'s trading steamer, left Hudson's Bay for London, Eng., with a cargo of furs in the fall of 1904, and

has not been heard of since. A premium of seventy guineas per cent. has been paid for re-insurance. It is believed that the Stork was caught by the ice in the Straits and has been unable to get free.

The Nelson River Packing Co. (Ltd.) has been incorporated under the Dominion Companies' Act, with a capital of \$40,000 and offices at Selkirk, Man., with power among other things to acquire and operate steam and other vessels, and to construct wharves, docks, etc. The provisional directors are: J. K. McKenzie, R. Smith, of Selkirk, Man.; C. H. Newton, Jas. Fisher, and A. C. Ewart, of Winnipeg, Man.

B.C. and Pacific Coast Shipping.

Capt. W. Rogers has been appointed harbor-master at New Westminster, B.C.

The Victoria Machinery Depot Co., Victoria, B.C., has secured the contract to repair the British str. Haddon Hall, which was recently stranded on the South American coast.

The Wellington Colliery Co. has chartered the Norwegian str. Tricolor, 6,000 tons d.w. capacity, for its coal carrying trade between Nanaimo, B.C., and San Francisco. The company has now five vessels in its colliery fleet.

The str. Boscowitz, which was wrecked on Harbleton Island, was sold for \$300 as she lay. The vessel was patched up and towed to Victoria, B.C., where she was repaired. The renovated steamer has been sold to J. C. Emerson, of Vancouver, for \$5,000.

McKenzie Bros. are having a large barge built at Vancouver for carrying coke between Comox, B.C., and the smelter at Prince of Wales Island, off the Alaskan coast. The barge will be 200 ft. long, 40 ft. wide, and will have a depth of hold of 11 ft. 6 in.

The New England Fish Co.'s str. Columbia, valued at \$25,000, struck on a submerged rock off North Island, B.C., recently, and sank in 150 fathoms. The steamer was originally known as the Saga, arrived in the Pacific Ocean in 1898, and was the cause of a lot of litigation until she passed into the hands of the New England Fish Co. in 1902.

The Alaska Steamship Association, of which the C.P.R., the Pacific Coast Steamship Co., the Alaska Steamship Co., and the Humboldt Steamship Co. are members, met at Seattle, Wash., recently, and arranged rates and schedules for the ensuing season.

The Hudson's Bay Company



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