

Victoria run, will have a steel hull provided with cellular double bottom, and will be propelled with twin screws, the engines being capable of driving her at a speed of 18 knots an hour. She is to be completed by the end of the year, and will be brought out by the owners. H. T. Richardson, Supt. Engineer of the C.P.N. Co., is in England superintending construction.

The C.P. Navigation Co.'s steamers Princess May (formerly the Hating), and the Amur, were put on the Skagway run on Mar. 30, and April 3, respectively. The Princess May completed her first round trip in less than seven days, making the run to Skagway in 63 hours, including stops; and on the homeward trip had a brush of speed with the Dolphin, the crack steamer running to Seattle, beating her by a considerable time. The average speed of the Princess May was 15 knots an hour, but Capt. Gosse expects to make better speed later on.

The buoying and lighting of the canal reaches between Cornwall and Montreal has been transferred from the Department of Railways and Canals to that of Marine and Fisheries.

The Marine Underwriters in the U.S. have decided not to take any more risks on steamers maintaining charthouses on the bridge,

claiming that they are an inducement to the officers to seek shelter instead of being on the look-out in stormy weather.

Hon. G. E. Foster, Toronto; F. A. Knapp, Prescott; F. Buller, M. Hutchinson, W. H. Stewart and M. J. Baker are making application at the current session of the Dominion Parliament for an act incorporating a company under the title of the Knapp Tubular Steamship Co., to build and operate the Knapp tubular steamships, to do a forwarding business, and to build docks, elevators, warehouses, etc.

The Dominion Parliament, in 1898, passed an act respecting the licensing of steamers and the examination and licensing of the engineers employed on them, under which an inspection fee of \$8 and 8 cents a ton additional is charged U.S. steamers requiring inspection in Canada, except in Ontario. The U.S. Congress has passed an act requiring that a similar charge be made to Canadian vessels requiring inspection in the U.S.

A bill to amend the Pilotage Act is before the House of Commons. It repeals paragraph c, sec. 59 of the Act as amended by chap. 36 of the statutes of 1900, and a new paragraph is inserted exempting from the payment of pilotage dues vessels employed in trading between ports in the same province, in inter-provincial trade, trading between a Canadian port and Newfoundland, or between a Cana-

dian port and New York, or any U.S. port on the Atlantic ocean north of New York; or drawing not over 16 ft. when loaded, trading on the Great Lakes and the St. Lawrence, except within the pilotage districts of Halifax, Sydney, Miramichi and Pictou.

A deputation representing lake shipbuilders recently waited on the Dominion Government to state their views on the future of steel shipbuilding in Canada. It was pointed out that Canadian shipbuilders had to contend with British vessels which had free entry, with foreign built vessels which could obtain a free British registry, and with a duty on materials going into shipbuilding. It was suggested that a duty of 10% should be imposed on foreign built hulls, and 25% on the machinery, and that a bounty of \$3 a ton should be paid on steamships built in Canada to adjust the other inequalities. The Canadian Manufacturers' Association has passed a resolution in favor of paying such a bounty.

The Polson Iron Works, Toronto, has recently received the following orders:—Clyde boiler 6 ft. 9 in., by 7 ft. 6 in. long, working pressure 140 lbs., for the Brunette Saw Mill Lumber Co., Sapperton, B.C. Fitzgibbon boiler, 3 ft. 4 in., by 7 ft. 4 in. long, working pressure, 180 lbs., for S. G. Parkin, Lindsay, Ont. Clyde boiler, 6 ft. 6 in., by 9 ft. long, working pressure, 140 lbs. Fitzgibbon boiler, 6 ft. by 10 ft. long, working pressure, 150 lbs.

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