

boats, but very soon there will be a clear stretch of navigable water for 40 miles from Kaslo. Work has been commenced improving the channel of Kootenay River, between Fort Steele & Wardner, where the river is crossed by the Crow's Nest Pass Ry. When this work is completed there will be easy access, by water, to the railway for the people in & about Fort Steele. On the Columbia River, above Revelstoke, obstructions are being removed from the canyons between Revelstoke & La Porte, to facilitate the navigation of the stretch of the Columbia, leading into the Big Bend Country, this being the only present means of communication.

Maritime Provinces Shipping.

C. R. Burgess, Wolfville, N.S., & others have been incorporated as The Ship Kings County Co., Ltd.; capital, \$32,000.

C. F. Libby has been appointed Manager of the International Steamship Co. at Portland, Me., vice J. B. Coyle, deceased.

The government str. Stanley arrived at Georgetown, Feb. 18, after being delayed 16 days in ice between there & Pictou, N.S.

The Dominion Coal Co. has chartered a number of steamers to carry coal from Louisbourg to Halifax & Boston during the winter.

At the recent annual meeting of the Yarmouth Marine Ry. Co. the business of the year was reported satisfactory, a dividend was declared, & the directors were re-elected.

It is said the business done by the Yarmouth Steamship Co. in 1898 exceeded that of the previous year, & that the management is perfectly satisfied with what has been accomplished.

About the middle of Jan. the SS. Yarmouth, of the Yarmouth Steamship Co.'s fleet, was chartered by the Plant Steamship Co. for 3 months, & is now on that Co.'s route between Tampa & Havana.

The repairs being put upon the D.A.R. str. Prince Rupert will, it is expected, be completed by Mar. 1. She will then proceed to Halifax to go into dry dock. As soon as she goes on the Digby route again the Prince Edward will be overhauled.

Another steamship has been ordered by the Plant line, to run between Boston & Halifax. She is to be a twin-screw ship, 400 ft. long & with a contract speed of 18 knots. It is expected her passenger accommodations will be the most complete of any steamer ever built on this side, with the exception of the St. Paul & St. Louis.

A company is being formed in North Sydney to purchase a large steamer for freight and passengers to run between there & Montreal during summer. If the Co. succeed in raising the necessary amount a steamer will be immediately purchased to run between North Sydney & Montreal during summer, and South in winter.

Some time ago a news item went the rounds of the press to the effect that owners of Nova Scotia schooners engaged in the Porto Rican trade had decided to transfer their register to the U.S. as a means of competing on equal footing with U.S. craft. A recent Treasury ruling at Washington says that a U.S. register cannot be obtained by Canadian craft except under special legislation by Congress, & that the owning of the vessels by U.S. citizens does not alter the case. U.S. register will be given to no vessel which has not been built in U.S. waters.

A committee of the Fredericton Board of Trade has had a conference with President Baird of the Star Line Co. on the up-river steamboat service, about which there has been much complaint. Mr. Baird said the irregular service was due to the str. Aberdeen being unable to make more trips between Fredericton & Woodstock because of shallow water. If the Provincial Government will give a small additional subsidy the Co. will next season put on a steel steamer of light draft that will be able to maintain a continuous service throughout the summer. The Board of Trade will back the Co. in petitioning the legislature for an increase on the present subsidy, which is \$900.

The winter str. Stanley, owned by the Dominion Government, which runs between Pictou, N.S., & Georgetown, P.E.I., was built in 1888. Her gross tonnage is 914 tons. In the 10 years she has been running the highest no. of trips made in a season was 89—in 1891-2, & the lowest 47—in 1897-8. The greatest no. of packages of freight carried was 94,519—in 1893-4, & the lowest 21,620—in 1891-2. The greatest no. of passengers was 2,317—in 1890-1, & the lowest 1,240—in 1897-8. The earliest date of starting running was Dec. 1, in 4 different years—'91, '92, '94 & '95; & the latest Dec. 25—in '97. The earliest date of ending was Apl. 9, '89, & the latest May 9, '94. The highest gross earnings were \$15,339.04—in 1890-1, & the lowest \$6,476.60—in 1891-2. The greatest no. of days stuck in ice was 85—in '88, and the lowest 10 days—in '89.

Ontario & the Great Lakes.

Capt. Trowell, of the str. Ocean, is again able to move round without crutches.

On Feb. 14, the Niagara River was frozen over from Lewiston to Youngstown, the first time in 20 years.

The Donnelly Salvage & Wrecking Co. has purchased the str. Eurydice for wrecking work. She was formerly the str. Hastings.

Mr. Lumas, of Cincinnati, Ohio, is having a 50 ft. steam yacht built at Kingston, Ont., for use on Muskoka Lake, where he has an island.

It is said F. A. Knapp, of Prescott, the inventor of the roller boat, has found financial backing in Chicago, & that a large roller boat will be built from his design.

Two large steamers, Canadian bottoms, will be built for the Canada Atlantic Ry. system, to carry grain from Duluth & Fort William to Depot Harbor, Ont.

W. G. Denesha, of Morrisburg, is having built at Kingston, for use on canal contracts, a tug 60 ft. long, engine high pressure 14x16 with return flue marine boiler. Cost \$3,500.

The str. Flora is being rebuilt and refitted at Sandwich for the Cleveland-Rondeau route. About \$25,000 is being spent on her by the L. E. & D. R. Ry. Co. The engines of the revenue cutter Andrew Johnson will be placed in the Flora.

The L. E. & D. R. Ry.'s car ferry Shenango no. 1 stuck in the ice near Clear Creek, Lake Erie, early in Feb. Up to Feb. 23 she was still there, but no danger to her is anticipated. Efforts to release her by dynamiting the ice proved unsuccessful.

The Great Northern Transit Co.'s steamer to replace the burned Pacific, is to be built at Collingwood. She will be 190 ft. long, 32 ft. beam & 11 ft. deep, & will cost between \$60,000 & \$70,000. The Co. will buy a steamer to replace the burned Northern Belle on the North Shore route.

The steamers of the American line, consisting of the New York, Empire State & America, are undergoing a general overhauling, & improvements & alterations are being made to the boilers & wheels, which is expected to materially increase their speed. More state-rooms are being added to the New York & Empire State.

At the recent annual meeting of the Niagara Navigation Co., the General Manager's report, which was very satisfactory, was unanimously adopted. The following board was elected: President, Sir Frank Smith; General Manager, John Foy; other directors, W. Hendrie, E. B. Osler, J. J. Foy, R. H. McBride, B. Cumberland.

The steamer being built at Pictou, & in which the engines & boilers of the str. Empress of India are being placed, is to be called the Argyle. There has been a great deal of speculation as to her route. The latest report is that she is to run between Toronto & the Thousand Islands as a Western connection for the American Line.

Hamilton City Council has decided to petition for these improvements: The dredging of the channel at the piers from 20 ft. at the lake end, to 15 ft. at the bay end; the piers extended easterly into Lake Ontario until 20 ft. of water is reached; the south pier extended 300 ft. in a southwest direction, & a good distinguishing range light at or near the west end of the south pier.

The str. Empress of India having gone off the Toronto-Port Dalhousie run, the Lakeside Navigation Co. will put on the str. Greyhound in addition to the str. Lakeside. Both boats are being overhauled at St. Catharines. It is said the Lakeside Co. will put another boat

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