

stone lake. The route will give 30 miles of navigation and would require two steamers.

The Canadian Transit Co. is inviting subscription in London, Eng., for 165,000 shares of £1, upon which the new Canadian Co. guarantees 5% interest during the construction of the vessels; and £135,000 of 5% gold bonds. The money is to be used to construct and equip twelve steamers for the purpose of trading between Port Arthur and Fort William, Ont., and Montreal.

E. L. Sawyer, company promoter, of Paris, France, but formerly of Toronto, was the broker engaged in the proposal to float the Muskoka Navigation Co. in 1901. In connection with his plans he employed Clarkson & Cross, chartered accountants, to examine the books of the Muskoka and Georgian Bay Navigation Co., which it was proposed to take over. The accountants claimed \$500 for their services, and have been given judgment for that amount.

K. Tully, C.E., read a paper on "Fluctuations of Lake Ontario," before the Canadian Institute, Toronto, on Jan. 9. The Toronto harbor records showed a lowering of the water level of 13.61 inches between 1858 and 1903, during which period Mr. Tully has had personal knowledge of the matter as engineer to the Toronto Harbor Commission. The

quirements and to those of the Canadian Government. The dimensions will be: length, 260 ft.; breadth, 33 ft.; depth, 20 ft. 9 in. Under the Canadian regulations she will carry between 1,500 and 2,000 passengers, and the provisions for the comfort of passengers are of the best description. A spacious saloon panelled in polished mahogany will be situated on the main deck aft, in which the seating accommodation, tastefully upholstered in velvet, will be arranged so as to form ten comfortable bays. This saloon will be exceptionally well lighted by large plate glass windows in the sides of the vessel and by electric light during the night passages. In close proximity to the saloon will be the tea and ladies' rooms, both fitted up in the best and latest styles. Below the saloon, on the lower deck, will be a large dining saloon, with ample seating accommodation, the galley and pantry being arranged forward of it. Gentlemen will be specially looked after in the way of a bar lounge close to the main saloon, and a smoking room which will be placed on the promenade deck. Suitable lavatory accommodation will be provided forward of the saloon. On the main deck will be a deck-house forming a large entrance hall to the main saloon, the gangway doors for passengers leaving or joining the vessel being placed at each side of this hall, and an easy stair-

Manitoba and Northwest Territories.

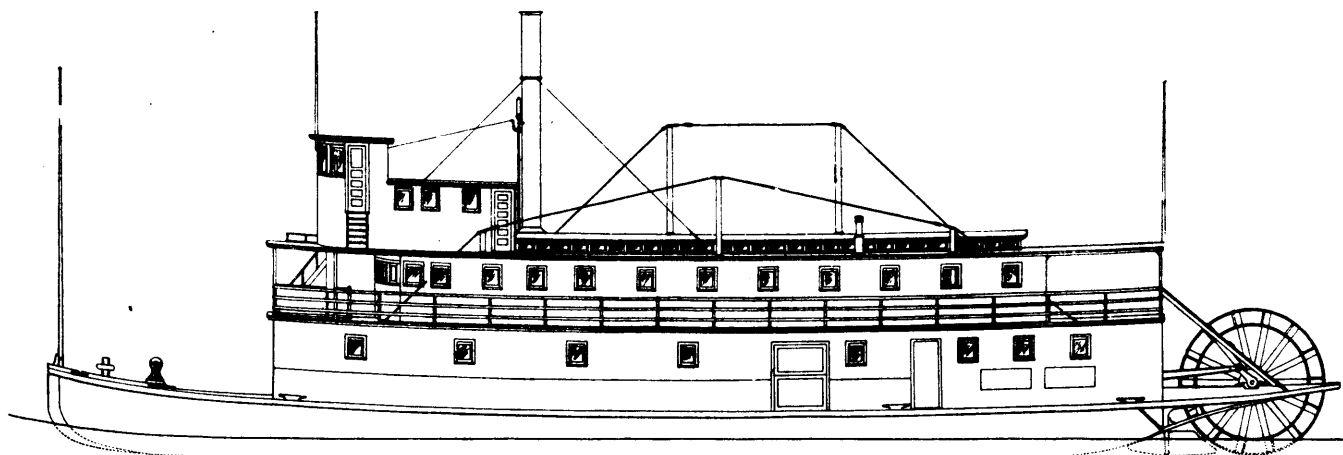
Work has been commenced on the construction of a large stern-wheel steamer at Prince Albert, by Capt. Mosher. The steamer will be taken to Edmonton in the spring, and will make that place its headquarters.

A cut showing the general lines of the new steamer for the Peace river trade of the Hudson Bay Co. is given on page 67 of this issue. The general dimensions, etc., of the steamer were given in our Jan. issue, pg. 33. The steamer will be sufficiently powerful to tow a barge of about the same size as herself.

The East Grand Forks Transportation Co. of East Grand Forks, Minn., proposes to construct, during the winter, a new barge. In the spring the company will commence carrying freight on the Red river to Winnipeg. These will be the first shipments from East Grand Forks to Winnipeg by river for many years.

B.C. and Pacific Coast Shipping.

The Stanley Dollar, one of the Dollar line of steamers trading from U.S. ports to the Orient, has been given a British registry and renamed the Missouri.



HUDSON BAY CO.'S STEAMER FOR PEACE RIVER.

main causes for this lowering of the level of the lake were the wholesale lumbering in Ontario, Wisconsin and Michigan, the opening of the Chicago drainage canal, and the deepening of the outlet of Lake Ontario at the Galops rapids.

The Canadian canal at Sault Ste. Marie was closed for the season of 1903 on Dec. 13, and the U.S. canal two days later. The total freight passing through the two canals for the season was 34,674,437 tons, against 35,961,146 tons in the season of 1902. The figures for the Canadian canal are:

	1903.	1902.	Increase or Decrease.
April	199,763 tons	197,926 tons	38,163 tons +
May	636,747 "	334,264 "	302,485 " +
June	917,105 "	1,118,564 "	201,459 " +
July	290,338 "	523,936 "	366,402 " +
Aug.	279,420 "	639,858 "	239,462 " +
Sept.	629,320 "	560,031 "	79,289 " +
Oct.	683,405 "	604,713 "	78,692 " +
Nov.	603,511 "	635,314 "	31,803 " -
Dec.	92,576 "	113,747 "	21,171 " -
	5,902,185 tons	4,728,351 tons	773,834 tons +
	+ increase.	- decrease.	

The turbine steamer for Lake Ontario which is being built by R. W. Hawthorn, Leslie & Co. (Ltd.), at Hebburn-on-Tyne, Eng., for the Lake Ontario Steamship Co. (Ltd.), of Hamilton, and will be operated between Hamilton and Toronto. The vessel will be specially suitable for such a service, and will be built both to the British Board of Trade re-

case will give access to the dining saloon below. Cargo will only be carried on the main deck forward, and below this, accommodation will be provided for the officers, engineers, steward, waiters and crew. The promenade deck will have a fine reach of clear space forward and aft, and there will be a large well-lighted shelter forward. The hurricane deck will also be available as a promenade deck, being clear from end to end except for the space required for stowing lifeboats and life-saving appliances, and for the captain's quarters and wheelhouse forward. The whole of the accommodation will be heated by steam and the vessel lighted throughout by electric light, a powerful searchlight being fitted on the bridge. The engines of the new vessel will consist of three Parsons' compound steam turbines, viz., one high pressure turbine in the centre line of ship and one low pressure on either side. Each turbine will control an independent line of shafting and there will be three propellers, i.e., one on each shaft. The reversing turbines, which will be of special size, will be incorporated in the low pressure turbines, to admit of the boat being worked astern. Steam will be supplied by two large cylindrical boilers, and the propelling machinery will be capable of driving the vessel at a speed of about 21 miles an hour. The vessel is to be completed for placing on the route during the season of 1904.

The str. Mainlander, recently purchased by the Pacific Coast Steamship Co., has been withdrawn from the Vancouver-Seattle run. The str. Ramona is now on this run.

The str. Clallam, belonging to the Alaska Steamship Co., and plying between Victoria, B.C., and Seattle, broke her rudder Jan. 9, and went adrift in a storm, subsequently sinking, with the loss of 32 lives.

The repairs to the str. Moana, of the Canadian-Australian line, which are being made at Esquimalt, will cost about \$10,000. A number of plates in the hull had to be renewed and a new rudder post fitted.

The Ship Brodick Castle Co. has been registered under the B.C. Companies' Act with a capital of \$45,000, to acquire the ship Brodick Castle, of Glasgow, Scotland, and to carry on a general navigation business.

The agreement between the Dominion Government and the promoters of the floating dock company at Vancouver provides that work on the dock shall be started by May 1 and completed within two years thereafter.

The C.P.R. Pacific coast steamer Amur, stranded near Port Simpson recently, but was got off, and after returning to Victoria, was taken to Esquimalt and docked. An examination showed that she was not much damaged.

The estimated cost of the projected widening by the U.S. Government of the navi-