

2,474, and the freight carried was 2,841,296 tons, against 3,230 vessels and 4,121,231 tons for same period 1903. During the season the U.S. and the Canadian canals carried 20,089,632 tons of freight, against 26,893,796 tons for the season of 1903 to Sept. 30.

The Collingwood, Ont., Town Council has endorsed the plan of the Chief Engineer of the Department of Public Works, for the reconstruction of the present wharf with concrete, and the extension of the same for 75 ft. This, it is believed, will give a permanent work, which can be extended at any future time. It was stated at the meeting that the Department engineers had stated that plans and specifications would be prepared immediately and tenders asked for at once. Good progress was reported to have been made with the dredging during the past season. At present a 20-ft. channel extends from the outer harbor to the G.T.R. wharf, thus furnishing accommodation for the largest vessels on the lakes.

Manitoba and Northwest Territories.

The Dominion Government cruiser Arctic reached Port Burwell, in Hudson's Strait, Oct. 1, where she met the str. Neptune, which had been on duty in Hudson's Bay since 1903. It was expected that the Arctic would reach Cape Fullerton, in Hudson's Bay, Oct. 18, where winter quarters would be prepared. The Neptune passed Belle Isle, Nfld., Oct. 14, and reached Halifax, N.S., Oct. 10.

The Hudson's Bay Co. recently completed, at Prince Albert, Sask., a stern-wheel steamer, which has been named Saskatchewan, an illustration of which appears on page 415. Her dimensions are:—Length, 100 ft.; beam, 23 ft. 7 in.; draft, 20 ins. She is fitted with engines 9 ins. x 45 ins., and steam is supplied by a boiler carrying 190 lbs. steam pressure. The purpose in view is to have a boat of great power with a minimum draft, so that the two great difficulties of the rapids and the numerous sand bars of the Saskatchewan River may be overcome. The carrying capacity of the boat will be about 60 tons, but in favorable stages of the water barges will be towed. The enterprise of the company in introducing steam navigation on the Saskatchewan, notwithstanding the want of success with steamers on the river in earlier days, is much appreciated by the public. The many settlements forming along the river will find the steamer a boon both as a carrier of freight at reasonable rates, and also as providing a speedy and comfortable means of reaching the railway termini.

B.C. and Pacific Coast Shipping.

Captains of Fraser River steamers report that the channel opposite Fort Langley, B.C., is so narrow that steamers have considerable difficulty in making their landings.

The str. Wellington, 1,267 tons register, engaged in the coal trade between Vancouver and San Francisco, has been laid up for some time in Esquimalt Harbor, B.C. She has

been placed on the ways for an overhaul and will again go into the coal trade on her former run.

In the rush of steamers into Dawson, Yukon, with supplies before the close of navigation, the Northern Commercial Co.'s str. Rock Island, struck a rock about eight miles from Eagle, between Fairbanks and Dawson, and sank Oct. 4. The steamer is valued at \$50,000 and she had on board a cargo of oats, valued at \$5,500.

Capt. Balcom, of Victoria, B.C., is having a schooner-rigged steamer of 100 tons burden, built in Norway, for the whaling business on the Pacific ocean. The new vessel is expected to be launched early in Jan., 1905, and will be brought out to Victoria by a Norwegian crew, under Capt. Balcom's charge.

The Boscowitz Steamship Co.'s str. Barbara Boscowitz, bound from Victoria to northern B.C. ports, was wrecked Oct. 2, at Parson's Bay, near Marbledown Island, and four Indian girls were drowned. The vessel appears to be a total loss. She was a screw steamer of 253 tons register, and was built at Victoria in 1883.

The Victoria Machinery Depot Co. has had completed a new dry dock at Rock Bay, at a cost of about \$60,000. The dimensions of the railway, which is on the four-track, three-tier system, and dock are:—Track, 36 ft. between centres; centre track, 5 ft. 4 in.; length of track 650 ft. on pile foundation. This track is what is known as a three-quarter convex grade track. The cradle is 280 ft. long over all, and 65 ft. beam. It is built up 14 ft. aft, thus giving a level dock

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