

**Richelieu and Ontario Navigation Co.**

The hull of this Co.'s str. Montreal, was launched at Toronto Feb. 3. She is to run between Quebec and Montreal. Her dimensions are: Length 340 ft.; width of hull 43 ft.; width over guards 75½ ft.; moulded depth 15 ft. The hull, including the main deck, is entirely of open hearth steel, and has 8 water-tight bulkheads. The bottom has considerable dead rise, and forward, the hull is cut away under water from the water line at the stem for 40 ft. to the point where the sweep of the forebody reaches the keel. The stern end is also slightly raised so that the rudder hangs over a foot above the line of the bottom, both of these departures from old practice being designed to give greater facility in turning the vessel.

The machinery consists of a 3-cylinder, 3-crank, inclined, triple-expansion engine, the diameter of the cylinders being 32, 53 and 88 inches respectively, with a stroke of 6½ ft. The engine is estimated at 3,000 h.p. The wheels are 25 ft. in diameter and have 11 feathering curved steel buckets each. There are 6 Scotch type cylindrical boilers, each of 11 ft. diameter and 12 ft. long, with 2 corrugated furnaces 42 inches in diameter, fitted with hot draft system. The working pressure of steam will be 185 lbs. The electric light plant will furnish current for 1200 sixteen-candle power lamps, and the pumps will supply running water to every stateroom. There will also be steam steering gear, steam windlass, steam winches forward and aft, and steam heat in the cabins.

In the body of the hull the forward part is laid out for sleeping quarters for the crew and 2d class passengers, the centre for the boilers and engine and the stern for kitchen, store rooms and mess rooms for the crew. On the main deck aft is the dining room for 120 first-class passengers, with pantry attached. In front of this and opposite the passenger gangways is the entrance hall, with the purser's office and baggage room on one side and smoking room on the other. The bar saloon is immediately forward of the entrance hall. All of the main deck space forward of this is for freight, except that occupied by the engine and smokestacks, some rooms on the sides for officers, and a 2d class passenger compartment forward. The freight capacity is estimated at 300 tons. The arrangement of the upper saloons and state rooms on the 1st and 2d upper decks is much the same as in the Co.'s str. Kingston. The main stairway to the upper saloon is in the entrance hall, and in front of the landing space at the top of this stairway is the stairway to the gallery deck. In consequence of the great width of the steamer there will be three rows of state rooms on each side of the upper saloon in the central portion of the vessel, this being a new feature. The total number of staterooms will be 260, including 20 parlor rooms with bath rooms attached. The work is also designed so that a third tier of staterooms, giving 100 more rooms, can be built over the other two, if the traffic should require it. The entrance hall will have rubber tile floor, and large paintings of Canadian subjects with dark mahogany woodwork on the sides. In the dining room, the stained glass windows will be the leading feature. Both the dining room and entrance hall will be in modern French style. In the upper saloon the Wilton carpet will be of three shades of crimson. The stair and gallery railings will be of bronze leaf work, surmounted with mahogany hand rails. The furniture will be of dark mahogany and crimson plush, and it, as well as the general ornamentation of the upper saloon, will be in Louis XV style. The body of the large richly moulded panels which form a large portion of the sides of the saloons will be covered with green watered silk, and the dome ceiling, which gives the most extensive area for decoration in steamers of this class,

has had an additional arch worked into it. It will be more richly ornamented than usual, with heavy scroll work, and its leading feature will be two large allegorical paintings representing the periods of the day.

The steamer will be taken to Montreal through the rapids, and it is hoped to have her completed in time for next summer's travel.

When the Co.'s str. Montreal, now building at Toronto, is completed, she will be put on the Quebec-Montreal route, to replace the present str. Montreal, which will be named the Beaupré, and will be employed in the pilgrimage business between Montreal and Ste. Anne de Beaupré. The str. Quebec will remain on the Quebec-Montreal run for next season at least. Possibly another boat similar to the new Montreal will be ordered in the course of this year.

Following is a summary of the report for the year 1901 presented at the annual meeting on Feb. 19:

	1901.	1900.
Gross receipts . . . . .	\$1,109,458.99	\$901,331.80
Operating expenses . . . . .	920,569.32	748,105.33
Fixed charges . . . . .	22,792.16	23,903.51
Net profit . . . . .	\$166,097.51	\$129,322.96

The increase in operating expenses is attributed principally to \$80,000 having been spent on improvements to several steamers, in addition to the regular outfit, repair and reconstruction work. From the surplus of Dec. 31, 1900, there has been written off \$57,311.22, proceeds of sale of three steamers which had been withdrawn from service and were not required by the Co. The new str. Kingston commenced running between Toronto and Prescott July 2, 1901, and has proved a success. The Co.'s new hotel at Murray Bay has been a great attraction to the lower St. Lawrence route. Additional wharf property has been purchased at Quebec. During the year, \$22,386.66 of bonds were withdrawn and cancelled, making \$119,719.98 cancelled to date, and leaving \$452,113.35 outstanding. The directors claim that the condition of the Co.'s property is satisfactory and improving.

**INCOME ACCOUNT.**

Dividend 3 p.c. paid May 2, 1901, . . . . .	\$64,823.47
Nov. 2, . . . . .	75,128.83
Carried to surplus Dec. 31, 1901 . . . . .	26,145.21

Net income over and above expenses, fixed charges and interest . . . . .	\$166,097.51
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**ASSETS.**

Steamers, real estate and buildings, wharves, etc. . . . .	\$3,249,650.10
Coal, stores, provisions, etc., . . . . .	81,892.31
Accounts receivable . . . . .	28,518.74
Bonds in treasury . . . . .	23,360.00
	\$3,383,421.15

**LIABILITIES.**

Capital stock . . . . .	\$2,505,600.00
Bonds 5 p.c. sterling . . . . .	\$571,833.33
Less cancelled . . . . .	119,719.98
	452,113.35
Bank loans . . . . .	251,727.51
Accounts payable . . . . .	35,496.19
Unclaimed dividends . . . . .	150.00
Accrued interest on bonds . . . . .	7,144.78
Surplus . . . . .	131,189.32
	\$3,383,421.15

As stated in the report \$57,311.22 was written off for proceeds of sale of 3 steamers. In the discussion on the report, according to the Montreal Herald, these steamers were the Caspian, which was valued on the Co.'s books at \$70,000, and sold for \$21,000; and the Island Queen and River du Loup, valued at \$5,000 each and sold at \$2,000 each. It would therefore appear that the three steamers appeared in the Co.'s statements of assets as worth \$80,000, that they only realized \$25,000 and that \$57,311.22 was written off in connection with the sale. One of the shareholders called attention to the discrepancy and said the public would probably conclude that the Co.'s other assets were over-valued.

In reference to this matter, President Forget informs us: "That the proceeds of steamers, \$25,000 were credited to the \$80,000, leaving \$55,000 to be written off; the

difference between this amount and \$57,311.72, as appears on the report, amounting to \$2,311.72, came out of the inventory of goods and stores at various ports, which were cut down to this figure."

The shareholders approved of the issue of \$626,400 of new stock, to be offered to the shareholders at par, one share of new stock to each four shares of old. This will bring the capital up to \$3,163,000 out of an authorized capital of \$5,000,000. The new stock is to be utilized as follows: Building str. Montreal, \$412,000; furnishing str. Montreal, \$113,000; new wharves at Quebec, \$60,000; pontoons, etc., for Quebec, \$15,000; improvements Manoir Richelieu Hotel \$26,400. The board for the current year is as follows: President, Hon. L. J. Forget; vice-president, W. Wainwright. Other directors: R. Forget, F. C. Henshaw, C. O. Paradis, G. Caverhill, E. B. Garneau, J. K. Osborne, H. M. Pellatt, W. Hanson, H. M. Olsson.

**Allen Laws Respecting Seamen.**

The Nautical Gazette, New York, says:—"What is known as the Lockwood bill for the Americanizing of lake vessels ought to receive favorable consideration in Congress this winter. It has been somewhat modified and reintroduced by Representative Ryan. The bill is largely the inspiration of Inspector of Immigration DuBarry, stationed at the port of Buffalo, who has made a close study of the abuses the measure seeks to remedy. The bill provides that 'sailors and deck-hands on American vessels plying on the Great Lakes shall be permanently domiciled in the U.S. six months prior to their working or engagement on said American vessels.' The need of such protection for American seamen is apparent when it is stated that 45% of the crews of lake vessels are aliens, chiefly, of course, from Canada, and who go back to Canada to spend their money. When we consider the vastness of British shipping as compared with our own, we have to conclude that there is room under the British flag for British seamen without these hearties crowding Americans from the decks of American vessels."

This is a matter that should occupy the serious attention of the new Minister of Marine. We do not believe in alien labor laws, but if they are to be enacted by the United States, especially directed against Canadians, as the Lockwood bill certainly is, precisely similar legislation should be passed by the Dominion Parliament. If Canadians are not to be allowed to work on U.S. vessels, U.S. citizens should be similarly debarred from Canadian vessels, and the Dominion Government and Parliament will be recreant in their duty if the Lockwood bill becomes law without parallel legislation at Ottawa. U.S. "hearties" should have no right here that Canadians do not enjoy in the U.S.

**Notices to Mariners.**

The Department of Marine has issued the following notices:

No. 6. Jan. 27.—Nova Scotia.—18. Jeddore harbor, south coast, position of range lights. 19. Nautical Almanac, 1902. In some copies of a reprint of the Nautical Almanac for 1902, some pages of the Nautical Almanac for 1905 have been bound up in error; the pages are from 33 to 48. Perfect copies will be supplied to anyone having the erroneous copies on returning the same to the Admiralty agents or sub-agents.

No. 7. Feb. 11.—British Columbia.—20. Burrard Inlet, English bay, position of telegraph cable. 21. Porter pass, Romulus rock, buoy discontinued.

No. 8. Feb. 11.—Nova Scotia.—24. Bay of Fundy, Chebogue ledge buoy adrift. 25.