

180 lbs. Three gangways will be provided for loading and unloading of package freight, and she will have a cargo capacity of 70,000 bush. on a 14 ft. draught, and 120,000 bush. on a draught of 19½ ft. Her speed on a 20 ft. draught will be 10 knots an hour. She will be operated by the Montreal and Lake Superior Line, between Montreal and Port Arthur and Fort William, Ont. She is expected to be on the route about Sept.

The Hamilton Steamboat Co.'s str. *Modjeska*, which has undergone an overhaul during the winter at the Bertram Engine Works Co.'s yard, was given a trial trip April 6, when about a hundred representatives of marine and other interests were invited. The principal alteration in the steamer has been the addition of an upper or promenade deck, and a bridge. The engines have been overhauled and a good deal of redecorative work done. On the same day the company's str. *Macassa* was launched at Collingwood, Ont., where she had been lengthened. The *Macassa* was placed in dry dock where she was cut in two amidships, and a new section 24 ft. in length has been added. New boilers are to be installed, and the whole of the internal accommodation is to be rearranged. The *Modjeska* took up her route, making one trip a day each way between Hamilton and Toronto, April 8; and the *Macassa* is expected to be on the route by the end of May.

The Collingwood Shipbuilding Co. (Ltd.) has been incorporated under the Ontario Companies' Act, with a capital of \$1,000,000 and offices at Collingwood, Ont., for the purpose of carrying on a shipbuilding and repairing business, to construct wharves, tunnels, bridges and other works; to operate steamships and sailing vessels, and to engage in wrecking and salvaging services. The company will take over the business, assets and franchises of the Collingwood Shipbuilding Co., at present carrying on business there, and proposes to pay therefor by the issue of paid-up stock of the new company. The provisional directors are: Thos. Long, H. S. Osler, W. B. Raymond, D. L. McCarthy, M.P.; B. Osler, F. Ford, G. C. Loveys, J. M. Ewing and H. Spence. The original company erected a large plant at Collingwood, and built several steamers in 1901-02, but has done little beyond repair work since. No dividend was paid for 1903, and the annual meeting for 1904 was postponed from time to time pending the organization of the new company.

The steamers to be engaged in the package freight line operated by the Montreal and Lake Superior Line, between Montreal and Port Arthur and Fort William, Ont., calling at intermediate points, will be the same as last year, viz.: A. E. Ames, J. H. Plummer, H. M. Pellatt, of the Canadian Lake and Ocean Navigation Co.; Neepawah and Wahcondah, of the New Ontario Steamship Co.; and the Arabian, owned by J. B. Fairgrieve and Co., Hamilton, Ont. The officers of the line for the season will be: A. Cowan, Traffic Manager, Hamilton; H. W. Cowan, who was attached to the Hamilton office; G. A. Perry, formerly with the Toronto, Hamilton, and Buffalo Ry., will be contracting freight agent at Toronto; J. L. Wilkie will be wharf agent at Toronto; F. A. McGee, heretofore soliciting freight agent at Montreal, will be traveling freight agent for Western Ontario, with headquarters at Hamilton; W. Askin will be commercial agent at Montreal; M. J. Quinn, Northwest agent at Montreal; J. McLerie, F. T. Somerville general agent for Port Arthur and Fort William, with headquarters at Port Arthur.

The Northern Navigation Co.'s fleet have all undergone a general overhaul preparatory to going on their routes for the season. The steamer *Majestic* is having two new arches,

which will greatly strengthen her, and make her a first-class steamer in every respect. The steamer *Midland* has been refitted, her cabins renewed, and new arches put in. The changes on the *United Empire* are sufficiently extensive to warrant a change in name, and she will be known in future as the *Saronic*. Among the alterations made are a new general saloon 40 ft. in length and 15 ft. wide, fitted with plate glass windows 4 ft. square, which will give passengers an opportunity of viewing the scenery in cold weather without having to go outside; the kitchens, ice boxes and mess-rooms, which were formerly on the main deck, have been placed on the spar deck under the new turtle deck; she has also been fitted with engine telegraph, steam capstans and windlasses. The services arranged for include a tri-weekly between Sarnia and Port Arthur, Ont.; a weekly service between Sarnia, Ont., and Duluth, Minn.; a tri-weekly service between Collingwood and Owen Sound and Sault Ste. Marie, Ont.; a bi-weekly service between Collingwood, Parry Sound and French River, Ont., and a daily service between Penetanguishene and Parry Sound, Ont.

The application made by H. C. Spaulding, New York; T. W. Hugo, Duluth, Minn.; T. Burnham, Chicago, Ill.; J. I. Davidson, P. Howland, R. C. Steele, A. T. Drummond, of Toronto, at the current session of the Dominion Parliament, for an act incorporating a company with the title of the Canadian Canals Corporation, has been rejected. It was proposed that the capital be \$15,000,000, the object being to construct and operate navigable waterways, with or without portage railways, from a point on the Georgian Bay between Waubashene and Port Severn, or on Nottawasaga Bay to Lake Simcoe, and thence to Lake Ontario, either in York or Ontario County; and secondly from Nottawasaga Bay, along Nottawasaga River to Lake Ontario in the County of York. In connection with the operation of the proposed canal and portage railways it was sought to obtain powers to acquire the patents granted to H. C. Spaulding for "new and useful appliances in transportation," and the Canadian rights for all improvements of the same. The canal was to be not less than 22 ft. deep, and there was to be a depth of not less than 21 ft. of water on the mitre sills of gates; and the width of the canals was to be not less than 125 ft., or more than 200 ft. at the bottom. Provision was to be made for charging tolls, and to enable the Government to expropriate upon giving six months' notice, at a value to be fixed by arbitration. In moving the second reading of the bill W. S. Calvert gave the following information: The canal is to commence on the Georgian Bay, and will cross over to Lake Simcoe, about 16 miles. Lake Simcoe is 131 ft. higher than Lake Huron, and it is intended to build a ship railway to raise the ships that 131 ft. Lake Simcoe is about 25 miles in length and it is proposed to build a canal about 99 miles in length and then another ship railway, which will be about 1¼ miles in length. Lake Simcoe is 466 ft. higher than Lake Ontario and by these proportions of railways, together with the canal, it is expected to be able to connect the Georgian Bay with Lake Ontario, a distance of 72 miles. It is anticipated that it will save about 618 miles in a round trip. The cost is estimated to be about \$45,000,000.

The Allan Line str. *Victorian*, the first turbine trans-Atlantic liner, made an uneventful voyage, in which she proved herself a steady and comfortable vessel. The engineering experts who accompanied her will report as to her performance on their return to England. The *Victorian's* sister-ship, the *Virginian*, also a turbine steamer, has made her maiden trip from Liverpool to Halifax, N.S.

Manitoba and the Northwest Territories.

The Dominion Government steamer *Bayfield*, heretofore engaged in the hydrographic survey of Lake Superior, has been ordered to go to Montreal, where she will be fitted to proceed to Hudson Bay for survey work there.

The Geographic Board for Canada has decided that the name Hudson's Bay, which has been used time out of mind to describe the great inland sea of Canada, shall no more be used, but that its name shall be Hudson Bay. This is in accordance with the rules adopted by the Board, which are based on those drawn up by the Royal Geographic Society in London, England, and which have been adopted by the United States Government.

The question of the extension of the boundary of Manitoba to Hudson Bay, which has been urged and which will come up for consideration shortly, is an important one from a navigation point of view. Manitoba claims that the development of a port on the Bay is necessary for the continued prosperity of the province, and that until there is such a port the river and lake navigation will be of little importance. Manitoba desires to have her boundaries extended to Fort Churchill, where there is a deep water harbor.

B.C. and Pacific Coast Shipping.

The pilotage authority for Vancouver is making an investigation with a view of revising the pilotage charges at that port.

The North Pacific Steamship Co. has been incorporated under the B.C. Companies' Act, with a capital of \$50,000 and offices at Victoria, B.C., to carry on a general navigation business.

The Vancouver, B.C., City Council has before it a proposal to guarantee for three years at 3%, bonds to the amount of \$800,000 for 20 years, to aid the construction of a dry dock at that port. The dock proposed would cost about \$1,060,000 and would be capable of taking in an 11,000 ton steamer. A ship-repairing plant would be established in connection with the dock.

The Union Steamship Co. has had built in Scotland a new steamer, named the *Camosun*, for the B.C. coast service. Her dimensions are: Length, 192 ft.; breadth, 35.1 ft.; depth, 14.7 ft. She is constructed of steel, and is fitted with a triple-expansion engine, cylinders 18½ in., 30 in. and 50 in. diameter by 36 in. stroke, which is calculated to give a speed of 18 knots an hour.

The White Pass and Yukon Ry. has purchased the str. *Casca*, one of the independent steamers operated last year between White Horse and Dawson, by Ironside, Rannie and Campbell. The *Casca* was built at Victoria, B.C., in 1898, and is a side-wheel steamer, having engines of 17 n.h.p. Her dimensions are: Length, 140 ft.; breadth, 30.5 ft.; depth, 5 ft.; tonnage, gross, 590 tons; register 364 tons.

A contract has been placed at Vancouver, B.C., for the construction of a wooden steamer, having the following dimensions: Length, 170 ft. between perpendiculars; breadth, 36 ft.; depth, 13.5 ft. She will be fitted with high pressure compound surface condensing engines, with cylinders 18 and 48 in. diameter by 36 in. stroke; to which steam will be supplied by two boilers. The engine is calculated to develop 600 i.h.p., and to give a speed of 10 knots an hour. She will have a cargo carrying capacity of about 1,000 tons, and will have accommodation for a limited number of passengers.

The Merchants' Service Guild of Canada, Pacific Coast Division, has its headquarters at Victoria, and has branches at Vancouver, Nel-