

has a capital of \$40,000, and comprises a number of steamship owners and railway men.

The Trent Valley Navigation Co. has purchased the composite str. *Empress* from Capt. Reynolds, of Lakefield, Ont., plying on Stony Lake. This purchase gives the T.V.N. Co. control of the whole of the steamers on the route between Coboconk and Lindsay, to Lakefield.

A broken oar with the name *Bannockburn* on the blade, has been picked up on the beach west of Gros Cape, Lake Superior, and wreckage of the steamer is being washed ashore near Michipicoten. The *Bannockburn* was lost with all hands towards the end of the season of navigation 1902.

The Warroad Transportation Co. has been organized in Minnesota, to operate freight and passenger steamers on the Lake of the Woods, Rainy River, and tributary waters. Capt. W. Bridges, of Rat Portage, Ont., is interested in the Company, which is having a \$12,000 steamer constructed, to be placed on the river early in Sept.

T. Marks & Co., of Port Arthur, Ont., have placed an order at Newcastle-on-Tyne, Eng., for a steel steamer to be delivered in Sept., of the following dimensions: length, 254 ft.; breadth, 42 ft.; depth, 25 ft.; gross tonnage, 2,000 on a draft of 14 ft. She will be fitted with triple expansion engines, to which steam will be supplied by two Scotch boilers, capable of making 14 knots an hour.

The str. *Wacondah*, built in Glasgow, Scotland, for R. T. and A. B. Mackay, of Hamilton, Ont., grounded off Farran's Point, in the St. Lawrence, on her trip inwards, and is in dry-dock at Buffalo, having nine new plates put in her hull. The owners have on order in Glasgow, for fall delivery, a steamer of similar size, and will order four more of the same size and type for delivery in 1904.

The Welland Canal Tug Co. (Ltd.) has been incorporated under the Dominion Companies' Act, with a capital of \$95,000, and offices at Port Colborne, Ont., to carry on a general towing and transportation business on the canals and great lakes of Canada. The incorporators are: De W. Carter, C. S. Carter, F. W. Carter, Mrs. E. E. Carter and Mrs. M. Macdonald, of Port Colborne.

A parliamentary return has been issued at Ottawa showing that the cost of the section of the Trent Valley Canal from Rice Lake to Lake Ontario, would be \$2,225,000 via Trenton, and \$2,100,000 via Port Hope. R. B. Rogers, the engineer, recommends the Trenton route, and it is reported that the Dominion Government has acquired most of the land required for the construction of the canal along this route.

The A. J. Tymon, which was sold about two months ago at a marshal's sale, has been named the *Ojibway*, and will be operated by the Hiawatha Steamship Co. from Sault Ste. Marie, Ont., to Georgian bay ports. The steamer was originally the W. M. Aldersen, and traded between Owen Sound and Wiarton; on being sold to the lower lakes she was burned to the water's edge, and on being rebuilt in 1892 at Toronto, was named A. J. Tymon.

The screw str. *Simla*, built at Garden Island, Ont., was towed to Toronto, where she received her engines at the Polson Iron Works. Her dimensions are: length, 240 ft.; breadth, 37 ft.; depth, 15 ft.; and her cargo capacity is 70,000 bush. of grain. She has been fitted with triple expansion engines, cylinders 17, 28 and 46 in. diameter by 36 in. stroke, to which steam is supplied by two Scotch boilers 11 ft. by 11 ft., at a pressure of 175 lbs. to the square inch.

The Western Navigation Co. (Ltd.), incorporated under the Ontario Companies Act,

has its head office at Collingwood, Ont., and has acquired a steamer, which has arrived on the Great Lakes from England. The *Wexford* is a steel screw steamer, built by W. Doxford & Son, Sunderland, Eng., in 1883, of the following dimensions: length, 250 ft.; beam, 40 ft.; depth, 16 ft. 2 in.; tonnage, gross, 2,077; register, 1,354. Capt. W. J. Bassett, formerly of the Northern Navigation Co.'s service, is largely interested in the company, and will be in command of the *Wexford*.

#### Manitoba and the Northwest Territories.

Reid & Co., of Prince Albert, Sask., have completed the construction of a 75-ft. steamer for the navigation of the Saskatchewan river. The engines were built at Winnipeg.

Application is being made at the current session of the Dominion Parliament to authorize the city corporation of Winnipeg to construct a canal and locks to connect the Assiniboine river and Lake Manitoba.

A movement is being made in Prince Albert, Sask., to provide steamers on the north branch of the Saskatchewan river to the lands taken up by the Barr colony. J. H. Wilson, of the Imperial Bank, is taking an active interest in the matter.

The Manitoba Exploration Co. has been incorporated under the Manitoba Companies' Act, with a capital of \$75,000 to engage in a variety of operations, including the ownership of vessels and the carrying on of a general navigation business. The incorporators are E. F. Hutchings, J. Robertson, G. A. Glines, R. T. Riley, J. Galt, J. G. Cleghorn, D. McKinty, J. Maw, W. Brydon, J. H. Leech, E. L. Drewry, J. W. Harris, C. H. McNaughton, J. S. Gray, T. Nichol, W. G. Scott, A. D. Carscallen, C. W. Clark, A. McLaren, J. Burridge, R. R. Sutherland, of Winnipeg, and H. Armstrong, of Portage la Prairie, Man.

Capt. L. Bellefeuille, of the str. *Alexandra*, has completed making soundings on the Assiniboine river between Winnipeg and Portage la Prairie, Man. He reports that the river can easily be made navigable for a certain class of freight steamers. The only very shallow spot was found at St. James bridge, and if this were dredged, and the channel straightened at a few places, there would be a very good navigable channel. He suggests that the C.P.R. should put in a swing span instead of a fixed span on the bridge under construction at Headingly. Capt. Bellefeuille has been engaged by the Dominion Government to make soundings of the river as far as Brandon, with a view of ascertaining if it is possible to secure a navigable channel.

E. G. Somers, heretofore General Western Freight Agent of the New York Central Rd., at Chicago, Ill., has been appointed Freight Traffic Manager of the New York, New Haven and Connecticut Rd.

The arrangements for the running of through passenger trains from Chicago, Ill., to Buffalo, N.Y., by the Pere Marquette Rd., are reported to be almost completed.

W. H. Evanson, Travelling Auditor C.P.R., was given a signet ring by officials of the Company at Toronto, on the occasion of his recent removal to Winnipeg.

H. F. Sharp, hitherto ticket agent at the G.T.R. town station, St. Mary's, Ont., has resigned and has removed to Boston, Mass., also in railway service.

Miss M. Gaskin, daughter of Capt. J. Gaskin, of Kingston, Ont., was married there June 3, to W. W. Sands, a member of the city council.

#### B.C. and Pacific Coast Shipping.

The steam launch *Beryl*, one of the two being built for the British Admiralty, has been launched at Vancouver, B.C. This is the first work of the kind given out on the Pacific coast by the Admiralty.

The Western Steamboat Co., at a meeting held at New Westminster, B.C., subscribed the necessary additional capital to have the str. *Ramona* put in thorough repair. On the completion of the work the *Ramona* will be placed in service on the Fraser river run.

The Union Steamship Co. of New Zealand, owning the Canadian-Australian line of steamers sailing from Vancouver, B.C., has secured the transportation of the British mails across the Pacific ocean for a further period of three years. Newer and faster steamers will probably be provided.

The cable repair str. *Iris*, owned by the Pacific Cable Board, is now in service and will reach Bamfield Creek, where the Canadian end of the cable comes ashore, towards the end of the summer. While there she will lay a short length of cable to replace a piece of land line, which is constantly being interrupted.

The Canadian Pacific Navigation Co. has now been dropped as the title for the coastwise steamers operated by the C.P.R., the new title being "The C.P.R. Co.'s Steamship Lines, British Columbia Coast Service." The steamers operated on the inland lakes and rivers will be known in future as "The C.P.R. Co.'s Steamship Lines, British Columbia Lake and River Service."

#### General Telephone Matters.

The Nova Scotia Telephone Co. is putting all its wires in Halifax, N.S., underground.

The Telephone Co. of Prince Edward Island has been asked to extend its system to Cherry Valley.

W. J. Clark has been appointed Superintendent of the Bell Telephone Co., Toronto, succeeding A. M. Stark, resigned.

The Bell Telephone Co. has installed an auxiliary switchboard at its Owen Sound, Ont., exchange, owing to the increased business.

A telephone service is being installed at Wetaskiwin, Alta., by the town, the charge to be \$15 for business places and \$10 for residences.

The C.P.R. telegraph department proposes establishing a telephone line between St. Stephen and Watt Jct., N.B., with offices at Moore's Mills and Honeydale.

The Moosomin, Man., Telephone Co. proposes to extend its long-distance lines to Fleming, 9 miles east; to Valley, 12 miles south; and to Andrea, 15 miles southwest.

The Miramichi Telephone Co. is about to reconstruct the telephone system in Chatham, N.B. A metallic circuit will be provided, and the exchange will be given a modern equipment.

The Bell Telephone Co. proposes to string lines which will connect Lethbridge and Cardston, and Calgary and Edmonton, Alta., this year, and to connect Lethbridge and Calgary in 1904.

The Citizens Telephone and Electric Co., of Rat Portage, Ont., has removed its pole line from the C.P.R. right-of-way to the Government road between Norman and Keewatin.

R. A. Zimmerman, F. Warnke and F. J. Leonard, Pennsylvania capitalists, are applying for incorporation at the current session of the Dominion Parliament as the Canadian Telephone and Telegraph Co.