

new owner of the Cutch, and the purchase price is reported as \$6,500.

The Utopia, owned by the Union Transit Co., and operated for sometime between Seattle, Wash., and Victoria, B.C., by the Dodwell Co., has been sold to the La Conner Trading and Transportation Co., for \$30,000. The Utopia's new owner will place her on the Seattle-Whatcom-Blaine run.

The hulls of the once well-known Stikine river steamers McConnell, Ogilvie and Dawson, now lying in Skagway, are reported to have been sold to J. and T. Adair, who propose to turn them into scows. They will take them to Vancouver for freight and then tow them to Dawson, via St. Michael.

The British Yukon Navigation Co. has established a weekly steamer service between White Horse and Mason's Landing, at the head of navigation of the Hootalinqua river, 18 miles from the recently opened Big Salmon gold fields. The steamer Bailey has been placed on the route.

The New Zealand Government is desirous of having re-established the service between Vancouver, B.C., and Auckland, which was abandoned owing to its withdrawing the subsidy. The Canadian-Australian R. M. S. line, whose steamers called at Auckland under the old contract, is not inclined to alter its arrangements again to suit New Zealand, whose people are looking forward to the establishment of a direct service.

The hull of the str. Revelstoke, which is being built at Nakusp, B.C., for the Revelstoke Navigation Co., is nearly ready for launching. The machinery has arrived from the Polson Iron Works, Toronto, and consists of a pair of stern wheel engine 12x26, to which steam is supplied by a locomotive boiler 60 in. by 21½ ft., tested to 200 lbs. pressure. When completed the Revelstoke will run between Revelstoke and the Big Bend district.

The annual meeting of the C.P.R. Co., to be held in Montreal Oct. 2, will be made special to authorize the issue of £480,000 of bonds to aid in the acquisition of steam vessels and their equipment. President Shaughnessy recently stated in connection with reports that the Co. was going to build very much larger and faster boats than the three Empresses now in service, that the management was considering the question of adding another steamship to the Empress fleet. See annual report of C.P.R. Co. on another page of this issue.

The C.P.R. Co.'s steamers Tartar and Athenian, which have been running between Vancouver and China and Japan, for some time past, will, it is said, be given scheduled sailing dates. They are equal in speed and accommodation to the lines sailing from U.S. Pacific ports to the Orient, and will increase the regular sailings from Vancouver, reducing the service to a 10 or 12 day one in the summer, and a three weeks' one in the winter. The Tartar and Athenian have large cargo capacity and excellent passenger accommodations and promenade decks.

Press despatches stating that the Canadian Pacific Navigation Co. had placed an order in Toronto for a 20 knot steamer for the Vancouver-Victoria run are premature, says the manager, Capt. Troup. A boat is being built for the Co., the frame and machinery for which have been ordered in Toronto, and will be put together at Vancouver. Toronto firms are figuring on a boat for the Co. to have a speed of about 20 miles an hour, but no order has yet been placed. The approximate dimensions of this vessel are: length, 280 ft.; breadth, 20 ft.; draught, 9 ft.

Dodwell & Co. have chartered the new screw steamer Majestic, which they purpose placing in the Seattle-Victoria service, in opposition to the Alaska Steamship Co.'s Rosa-

lie, in place of the str. Northern Pacific. The Majestic's dimensions are: length, 170 ft. over all; breadth, 30 ft.; depth of hold, moulded, 14 ft. 6 in. She is fitted with triple expansion engines, with cylinders 18 in.; 30½ in. and 51 in. diameter, with a piston stroke of 2 ft. 4 in. Steam is supplied by 3 Scotch boilers, each 10 ft. 6 in. diameter, by 11 ft. long, tested to 180 lbs. pressure a square inch. The engines develop at their full capacity 1,500 h.p. She is fitted with electric light throughout, and is reported to have cost \$150,000. The Majestic has recently been running to Whatcom. It has not yet been reported what route the Northern Pacific will be transferred to. The rate war which has been going on for some time between Dodwell & Co. and the Alaska Steamship Co. has been settled, and a general agreement as to fares and the time of running boats has been signed between the two companies.

The following is extracted from an article, "Dawson As It Is," in the current Canadian Magazine:—"The aggregate amount of goods landed at the extensive system of well built wharves fronting the city, runs up close to \$10,000,000 a year, of which half comes from Canadian cities, the remainder from across the line. Some 12,000 tons came by way of Behring Sea and up the Yukon. The same quantity comes over the Pass and down the river by steamer. Scows bring about 5,000 tons more. The total tonnage landed in Dawson last year was 30,000 tons. To handle this bulk of goods some 20 small, medium and large stern wheel steamers connect at Whitehorse with the White Pass and Yukon Ry., running inland from the Lynn canal 110 miles, and run to Dawson, 450 miles, by the Upper Yukon and Lake Laberge. Passengers and tourists get first-class accommodation. The travel for various reasons is large during the summer; the first and last boats are always crowded. On the Lower Yukon run, another 20 steamers of the largest class, some of them rivalling the big Mississippi ones, ply between St. Michael, at the mouth of the river, and Dawson. They have to bring their load over 1,200 miles against a stiff current, in a shallow and shifting channel or channels."

The steamship *Islander*, of the Canadian Pacific Navigation Co.'s fleet, collided with an iceberg off Douglas Island, Lynn Canal, Alaska, on the night of Aug. 14, and sank within 15 minutes, Capt. Foote and over 30 of the passengers and crew being drowned. The *Islander* was built at Yoker, on the Clyde, Scotland, in 1888, for the C. P. N. Co., at a cost of over \$20,000, and was navigated from Glasgow to Vancouver by Capt. Walbran, now in command of the Dominion cruiser *Quadra*. Her dimensions were: length, 240 ft.; breadth, 42 ft.; depth, 14 ft.; tonnage, gross, 1,495; register, 478. She was built of steel, propelled by twin screws, driven by triple expansion engines, with cylinders 20 in., 30 in., and 52 in., having a 36 in. stroke. Besides having superior accommodation for over 100 passengers, the *Islander* had a large freight capacity. She was an expensive boat to run, being a heavy coal burner, and this fact militated against her success when on the run between Vancouver and Victoria. When the C.P.R. obtained control of the C.P.N. Co., the *Islander*, which had been laid up for some time, was overhauled and placed on the Skagway run, and it was while completing her seventh round trip for the season that she was lost. The C.P.N. Co. has asked for an investigation into the loss of the vessel, and the Minister of Marine has directed the holding of one.

The Imperial authorities have renewed for 10 years the agreement by which the consular mails to and from China and Japan have been carried via Canada. If faster vessels are not

put on the service, the mails will, it is understood, at the expiry of the new arrangement be sent via the Suez canal. An offer from the Imperial Government of a subsidy for a fast Atlantic service in return for the carriage of the British mails and the right to make use of the steamers as fast cruisers should necessity arise is expected to be made.

F. H. Clergue, Sault Ste. Marie, Ont.; Hon. R. Mackay, Hon. A. Thibaudeau, G. E. Drummond, W. E. Blumhart, H. Miles, and L. E. Geoffrion, Montreal; Hon. L. M. Jones, Toronto; J. R. Booth, Ottawa; and E. V. Douglas, Philadelphia, Pa., have been incorporated as the Franco-Canadian Steamship Co. of Canada, Ltd., under the Dominion Companies' Act, with a capital of \$1,000,000. The head offices are in Montreal, and two steamers—the *Garth Castle* and the *Wessau*—are being operated under a Dominion subsidy between Montreal and Havre, France.

Among the Express Companies.

The Canadian Ex. Co.'s London, Eng., office has been removed from 22 to 34 Leadenhall St., E.C.

The Canadian Ex. Co. has extended its service over the Lake Erie and Detroit River Ry.'s extension from Dutton to St. Thomas, Ont.

The classification and tables of graduated charges as adopted by all express companies in the U.S. on and from Aug. 1, is applicable on business between all offices of the Canadian, Dominion and Maritime Express Companies, with some slight exceptions and changes.

A Long Island N.Y. magistrate has decided that to send a worthless package by express to a person, requiring the recipient to pay charges, comes under the head of petty larceny, and is punishable as such. In the case referred to one man had sent by express a worthless package to another as a joke. The express charge was 35 cts. The man who got the package couldn't see anything funny in the business and complained to the magistrate, who entered a charge of petty larceny and extortion, and fined the joker \$5 and costs.

Telegraph and Cable Matters.

The Dominion Government telegraph lines in operation at the end of 1900 comprised 3,666½ miles of land lines and 240 miles of cables with 185 offices. The yearly average number of messages sent over the lines is 76,400. The expenditure in 1900 was \$76,965, and receipts \$44,529.

The U.S. Government telegraph line from Valdez, Alaska, to Eagle City, on the Yukon, has been completed to Copper Center, where an office has been established. It is expected that the line will be completed to Eagle city before the winter. The cable between Skagway and Juneau has been laid and is in operation.

The Dominion Government will shortly be asked to install a wireless telegraph station near Victoria, B.C., for the purpose of signalling incoming steamers. It is said the C. P. R. has made an offer to install the Marconi system on each of its three Empress steamers if the Government will erect a shore station for communication.

A system of wireless telegraphy is to be operated by the Pere Marquette Rd. on its cross lake boats, and afterwards on all its other boat lines. The system, says W. L. Mercereau, superintendent of the Co.'s steamship line, will shortly be operated between Ludington, Mich., and Manitowoc, Wis., over 56 miles of open water.