

# Manitoba, Saskatchewan and Alberta.

The Red River Navigation Co., Ltd., recently incorporated at Winnipeg, with a capital of \$1,000,000, will, it is reported, commence operating on the Red River, on a large scale, in the spring of 1912.

The Hudson's Bay Co.'s Edmonton manager, on his return there recently from a trip to the Peace River and Athabasca districts, is reported to have stated that next year a full schedule would be put in force for all boats on the northern rivers and lakes, and proper connections established. It was anticipated that a trip could be arranged from Athabasca Landing to Grand Rapids, thence to Fort McMurray and continued by Lake Athabasca, and tributary streams to the Mackenzie River, and thence to the Arctic circle, about 3,600 miles.

Meetings are being arranged in Grand Forks, N.D., with a view to seeing what steps can be taken to improve the conditions on the Red River, so that navigation may be undertaken with safety, to Winnipeg. Suggestions will be made that the channel be deepened, and that, among other things, lock dams be constructed at various points. In 1884 the steamboat Grand Forks navigated the river from Grand Forks to Winnipeg, and in 1909 the same vessel repeated the trip, but the conditions were found to be unfavorable, on account of low water at various points.

At a recent meeting of the joint committee on wharfe and dockage of the Winnipeg and St. Boniface councils, Col. Ruttan, City Engineer of Winnipeg, was instructed to go to Ottawa to secure the information necessary to establish a harbor commission, and to submit plans for proposed temporary docks, etc. A bylaw is being prepared for submission to the ratepayers at an early date, for the purpose of supplying the necessary funds for the erection of temporary docks and shipping facilities.

# B.C. and Pacific Coast Marine.

The Progressive Towing Co., Vancouver, is applying for authority to change its name to the Progressive Steamboat Co.

During July, vessels with a registered tonnage of 153,914 entered Vancouver harbor from foreign ports, against a tonnage of 116,965 for July, 1910.

Greer, Coyle and Co.'s steamboat Aluvia, recently built at Lulu Island, has been taken over by the owners for operation on the Upper Fraser River, in the freight trade. She is 100 ft. long, by 25 ft. beam.

The C.P.R. Arrow Lake steamboat Bonnington, which was launched at Nakusp, in May, has been completed and placed on her route. She is a four-decker with accommodation for about 600 passengers.

The North Arm Steamship Co. has leased additional property on the waterfront to the west of the ferry wharf at Vancouver, for one year, and will erect passenger offices and a warehouse there, on account of increased business.

The Queen Charlotte Fishing Co., Ltd., has been incorporated under the British Columbia Companies Act, with a capital of \$100,000, and office at Vancouver, to carry on a general fishing business, and with power to own and operate steam and other vessels.

The All Red Steamship Co., which operates the s.s. Selma to ports on the Powell River, is reported to be negotiating, in England, for the purchase of another vessel, to enable a daily service between Vancouver and the Powell River, instead of a tri-weekly one, as at present.

H. H. H. Lonsdale and J. P. Fell, of Vancouver, have applied to the Governor in Council for approval of construction of certain works, consisting of dredging, filling in and making of wharves on the foreshore in front of district lot 265, group 1, New Westminster District.

The steamboat Skeena, recently purchased by the North Arm Steamship Co. from Foley, Welch and Stewart, as mentioned in our last issue, is being placed in service to North Arm ports. She has passenger accommodation for about 400, and was formerly used in the passenger and freight service on the Skeena River.

A number of Puget Sound steamship companies are reported to have amalgamated under the name of the Sound Packet Lines, with the intention of operating between all Sound ports of importance, including Victoria and Vancouver. The vessels affected are given as Edith, Transport, Fidelago, Neptune and Dredger no. 2.

The G.T.P. Coast Steamship Co.'s s.s. Prince John, arrived at Victoria at the end of July, from Glasgow, Scotland, having taken 71 days on the voyage round the Horn. After a cleaning and overhauling, she will be placed on the Islands run, relieving the s.s. Prince Albert, which will take the place of the s.s. Henriette.

Judge Grant, at Vancouver, recently decided a case where an employee sued the C.P.R. for wrongful dismissal, for refusing to handle cargo from a vessel on a Sunday, by dismissing the claim, holding that the company was within its contract rights, but ordered that the employee be paid an amount deducted from his pay wrongfully.

Investigations into the causes of the wrecks of the steamships Princess May, owned by the C.P.R., and Belcarra, owned by the Sechelt Steamship Co., were opened at Vancouver, Aug. 18. The former vessel struck on the north reef of Sentinel Island, near Juneau, Alaska, Aug. 5, 1910, and the latter sank in the Agamemnon Channel, Jervis Inlet, Sept. 17, 1910.

Work is progressing on the G.T.P. Coast Steamship Co.'s wharf at Victoria. The site is at the foot of Main St., and the old Albion Ironworks and other buildings there have been removed. About 160 piles have been placed, and a considerable portion of the wharf has been built. The plans for the erection of a warehouse, had not, at the time of writing, been passed.

The auxiliary schooner Tuladi, after having been thoroughly overhauled and repaired, has been licensed to carry passengers, and has been placed on the route between Victoria and Sidney and the islands. She was built at Vancouver in 1908, and is equipped with a gasoline engine of 4 n.h.p., driving a screw. Her dimensions are: length, 49.3 ft.; breadth, 14.3 ft.; depth, 6 ft.; tonnage, 32 gross, 21 register.

The Nelson board of trade is preparing statistics of the cost of making the Columbia River navigable, on the Canadian side of the International boundary. A commission has been appointed in the State of Washington, to deal with the river on the U.S. side, and arrangements are being made with a view to joint action being taken to lay the matter before both the Dominion and Federal authorities, and to obtain funds for the carrying out of complete surveys.

Balfour, Guthrie and Co. are reported to have stated that work will be commenced shortly on the construction of their new dock at Vancouver, which will be built in connection with the C.N.R. and the Great Northern Ry. The plans, which have been deposited with the Public Works Department at Ottawa, show a dock about 750 by 100 ft., situated between the sugar refinery and Heat-

ley Ave. Large sheds will be erected, which will be without pillars or other obstructions, and it is hoped to have the work completed by November.

The directors of the North Vancouver Ferry Co., at a recent meeting, ordered the issue of 80,000 fully paid up, non-assessable shares to the city of North Vancouver, under agreement of purchase, made in March. A discussion also took place regarding the equipment of the ferry no. 1, with a new boiler, preferably one with a pumping attachment, so that the vessel might be used as an auxiliary in case of fire. A contract for the installation of a new boiler in ferry no. 2, has been awarded to McDougal and Jenkins, North Vancouver, for \$1,700.

The Union Steamship Co.'s s.s. Chelohsin, which was recently launched at Dublin, Ireland, is of the following dimensions: length between perpendiculars, 175 ft.; breadth molded, 35 ft.; depth to awning deck, 22½ ft. She has three complete decks, with shade deck running almost from end to end, above which are located a number of state rooms, smoke room, pilot house and officers' quarters. She is fully equipped with electric light, steam heating, electric fans, and all modern appliances for the comfort and convenience of passengers. The machinery consists of triple expansion engines of about 1,500 h.p., capable of a speed of 14 knots an hour when loaded to capacity.

The C.P.R. is reported to have purchased the steam tug Colima, which has been utilized in connection with harbor works at Manzanillo, and it is stated that she will be used in connection with the steam tugs Nanoose and Czar, in the car ferry service. She was built at Philadelphia, Pa., in 1904. The hull is of steel, and she is of the following dimensions: length, 95¼ ft.; beam, molded, 22½ ft.; draught, 11¼ ft. She is equipped with fore and aft compound engines, with cylinders 16 and 32 ins. diam. by 24 ins. stroke, supplied with steam at a working pressure of 150 lbs. by boiler 12½ ft. diam. by 10¼ ft. long. The auxiliary machinery includes wrecking pumps, steam capstans, steam steering gear, electric light equipment, etc.

# Atlantic and Pacific Ocean Marine.

M. A. Overend, heretofore Travelling Freight Agent, has been appointed Freight Agent for Ontario for the White Star-Dominion Line, with offices at Toronto, in place of the late G. W. Torrance.

Elder Dempster Co.'s s.s. Sobo, which has been under charter to Pickford and Black, for the past three years in the West Indies service, having completed her charter, sailed for England, Aug. 5, returning to her owners' service.

On the arrival of the Allan Line s.s. Victorian at Montreal, Aug. 11, 57 stewards were arrested for refusal to obey orders. The charges were all subsequently dismissed, it being held that the arrests had been illegal. The men all returned to their work.

The Dominion Government has presented a binocular glass to Capt. J. G. Croach of the British steamship Bardistan, in recognition of services rendered to the crew of the schooner H. J. Logan, of Parrsboro, N.S., which was abandoned at sea in Dec. 1910.

R. Jones, shore captain, White Star-Dominion Line, Montreal, for the past 10 years, died there, Aug. 4, aged 65. He had been connected with trans-Atlantic shipping for several years, having commanded vessels of the Dominion Line and Elder Dempster Co.

Referring to recent press reports that the G.T.R. was about to acquire steamships for the establishment of a trans-