

At the recent annual meeting of the Rideau Lakes Navigation Co. at Kingston the following were elected:—President, M. Zimmerman, New York; Vice-President, J. Swift, Kingston; Managing Director, Capt. D. Noonan, Kingston; General Passenger Agent, W. C. Fredenburgh, Westport.

The Thousand Islands Steamboat Co.'s Empire State, with over 400 passengers on board, got into some difficulty at Brockville, May 24, and was run ashore by the captain to prevent her sinking in the river. Capt. McElhenney held an investigation on behalf of the Department of Marine.

Considerable improvements have been made on the Esturion, of the Trent Valley Navigation Co.'s fleet on the Kewartha Lakes. The cabin has been enlarged, and has been refitted and reupholstered. The steamers of the fleet have all been decorated with a yellow band bearing the letters "T. V. N." on the smoke stack.

The British America Assurance Co. and the Western Assurance Co., both of which carry on a marine insurance business, have been given power by the Dominion Parliament to own and operate ice breakers and wreck-relieving steamers on the lakes and rivers of Canada, provided that not more than 25% of their paid-up capital should be so invested.

The new Booth passenger and freight steamer, Argo, made her first trip from Duluth to Port Arthur May 20th. The dimensions are: length, 185 ft., breadth, 31 ft., depth, 12½ ft.; gross tonnage, 1,089; net tonnage, 740. The engines develop 800 h. p., giving a speed of 16 miles an hour. The vessel is said to have cost \$125,000.

The Montreal, Ottawa and Georgian Bay Canal Co. has issued an illustrated book, showing the route of the canal, and giving full details in regard to it. It is claimed that it is the natural outlet for the grain carrying trade of the great lakes, and that a 20 ft. navigation can be constructed by it at much less cost than by the Welland canal and the St. Lawrence.

The Niagara, St. Catharines and Toronto Navigation Co. has been organized under the Ontario Companies Act, to operate steamers between Toronto and Port Dalhousie in connection with the Niagara, St. Catharines and Toronto Ry. Under date May 29, the title of the Lakeside Navigation Co., which has a Dominion charter, was changed to the Niagara, St. Catharines and Toronto Navigation Co.

As soon as the new elevators and harbor facilities are completed, the Minister of Public Works says that a fleet of steel barges will be put on to carry grain from Port Colborne to Montreal. Swan & Hunter, shipbuilders on Tyneside, England, who are represented in Canada by Mr. DeSola, are behind the proposal. The boats will be about 160 feet long, 42 feet beam and will have a draught of 14 feet. Each of the steamers will have a capacity of 80,000 bushels, and each of the barges will carry 100,000 bushels. Therefore, each fleet, a steamer with two barges in tow, will have a capacity of 280,000 bushels.

The Algoma Central Ry. Co.'s Steamship Line is giving the following service: Windsor-Port Arthur division, str. Ossifrage, going north, leaving Windsor Saturdays 8 a.m., calling at Sarnia, Goderich, Kincardine, Tobermory, Southampton, Little Current, Sault Ste. Marie, Michipicoten, Nepigon, arriving at Port Arthur Tuesdays 4.30 p.m.; going south, leaving Port Arthur Tuesdays 8 p.m., calling at the same points as on the up trip, and arriving at Windsor Fridays 11 p.m. Between Sault Ste. Marie and Port Arthur the Ossifrage will call by arrangement at Michipicoten Island, Otter Head, Port Coldwell, Jackfish and Rossport. On the Michipicoten division the str. Minnie M. leaves Sault Ste. Marie Mon-

days, Wednesdays and Saturdays, 8 p.m., calling at Goulais, Batchewana, Agawa, Gargantua and Brule, and arriving at Michipicoten Tuesdays, Thursdays and Sundays 7 a.m. Going south she leaves Michipicoten Tuesdays, Thursdays and Sundays 7.30 p.m., arriving at Sault Ste. Marie Wednesdays, Fridays and Mondays 6 a.m.

Manitoba and the Northwest Territories.

The Minister of Marine is reported to have promised Capt. Robinson, of Winnipeg, that Lake Winnipeg shall be surveyed and a chart made as soon as possible.

As the railway train supplanted the Red River cart on the prairies, so is the river steamer taking the place of the sturgeon head and the tracking line in the transport of men and supplies up and down the rivers and across the lakes of the "farther north." The flat boat was a good thing in its day, but its day is passing away, and the need of a quicker and more economical means of transport is becoming apparent. Within the last few years a number of steamers have been taken into the north. This spring another has been added. It was taken in by W. H. Connor, and will ply from Fort Smith to Peel River. It will have a 50 ft. keel, 10½ ft. beam, and a 5 ft. hull, and will be driven by a propeller and compound engines. The hull, in knock-down shape, was taken in by way of Edmonton and Athabasca Landing, and thence shipped north by scows to Smith's Landing. After being portaged over the portage the boat was put together on the other side, where there is clear navigation to the Arctic Circle or mouth of the Mackenzie. Mr. Connor contemplates next year putting another boat on the Athabasca to run between McMurray and Smith's Landing.—Edmonton Bulletin.

This summer may witness a revival of traffic on the Red River. It is reported that a Grand Forks, Dakota, lumber concern has sold 12,000,000 ft. of lumber in Winnipeg, to be delivered this season. It is proposed that this shall be brought down the Red River from Grand Forks, steamers and barges being used for the purpose. Application has been made to the Customs Department and it has been learned that there is nothing in the customs regulations or navigation laws to prevent boats from running down the Red River from the U.S. into Manitoba. Grand Forks, where the saw mills are located, at which the lumber will be manufactured, is situated on the banks of the Red River, in North Dakota. The river is navigable from Winnipeg to Grand Forks, and even beyond to Fargo, though in low water only light draft boats could be used. This movement to use the Red River may be the beginning again of an important river traffic. In the old days the traffic of the Red River colony was carried on largely by means of the Red River. Even for some time after the colony became the province of Manitoba, the Red River was the great highway of traffic for the country. Goods were brought overland from St. Paul, Minn., the head of navigation on the Mississippi River, to the head of navigation on the Red River, and thence transported down the latter river to point of destination. Later the encroachment of railways northward and westward, rendered the overland haul by ordinary vehicle from St. Paul unnecessary. When the railway reached Moorhead, Minn., on the Red River, access to all points along the river during the season of navigation became quite easy. Steamers connected with the railway, and quite an important traffic was carried on between Winnipeg and Moorhead, via the river route. The construction of railways further northward and ultimately to Winnipeg, destroyed the river trade so far as Manitoba is concerned. About the beginning of the eighties the river traffic began to dis-

appear, before the advent of the locomotive. For years the Red River has not been used for general traffic purposes in Manitoba, though in Minnesota and Dakota some river traffic has continued. The great drawback to the use of the Red River in Manitoba has been the obstruction north of Winnipeg known as St. Andrew's rapids. With the completion of the improvements now going on to overcome this obstruction, we may look for quite an important traffic via the river, between Winnipeg and points north on Lake Winnipeg and the Saskatchewan River. It is quite possible that river traffic with points south will be stimulated by the improvements being made north of the city, so that within a few years we may find the Red River again assuming something of its old time importance as an artery of trade and traffic.—Winnipeg Commercial.

The North American Mail Steamship Co. (Ltd.) has been granted a Dominion Charter with power to build, acquire and operate steamships, and to carry on a general passenger and freight service between any ports, foreign or British. The capital is \$175,000, and the following are the provisional directors:—R. A. Smith, New York; J. G. Fitzgibbon, Toronto; D. C. Reid, New York; Sir Wm. Van Horne and C. R. Hosmer, Montreal.

Franco-Canadian Steamship Co.—A contract has been signed between J. K. Kerr, K.C., Toronto, and F. H. Clergue, representing the Franco-Canadian Steamship Co., and the Dominion Government, for a fortnightly service from Montreal and Quebec during the season of navigation, and a monthly service from St. John and Halifax during the winter, to Havre, France. The contract is for one year; the subsidy is to be paid on a tonnage rate, and the maximum amount that can be earned is \$100,000.

Among the Express Companies.

J. Bryce has been elected Vice-President of the Canadian Ex. Co., and has assumed the duties of that office, in addition to his previous duties as Manager.

The Dominion Ex. Co. has opened routes on the Orford Mountain Ry., between Eastman and Kingsbury, Que., and on the Bellingham Bay and B.C. Ry., between Sumas and Harden, Wash.

The Dominion Ex. Co. has opened offices at St. Maurice, Kingsbury, Laurenceville, Lumsden's Mills, Racine, Temiskaming and Valincourt, Que., Beaver Mills and Muirkirk, Ont., Erwood, Sask., and Harden, Wash.

The Canadian Ex. Co. has opened offices at South River, N.S.; Notre Dame des Anges, St. Paulin and St. Romauld, Que., and Brunner, Cornwall Jct. and Orono, Ont. The office at St. Canute, Que., has been closed.

The Canadian Ex. Co. has extended its services over the Lake Erie and Detroit River Ry.'s extension from Ridgeway to Dutton, and has opened offices at Dutton, Highgate, Muirkirk, Rodney and West Lorne.

J. H. Moore, agent of the Canadian Ex. Co. at London, has been transferred to Hamilton; J. Overend, agent at St. Thomas, has been transferred to London, and A. G. Seaton, of Toronto, has been appointed agent at St. Thomas.

G. D. Ellis, heretofore Travelling Passenger Agent of the Northern Navigation Co., has entered the employ of the British America Express Co., with office at Sault Ste. Marie, Ont., and will have charge of the details of organization.

The Dominion Ex. Co. has reopened the following routes for the season of navigation: Niagara River line between Toronto and Niagara and Queenston, Ont.; Northern