

aft spud being a walker, steel dipper handle, and steel crane of very massive and substantial design. The hull has an overhead truss of heavy steel channels and I beams, which take up the working strain of the vessel. At each dip of the spuds 80 yards of material is brought to the surface. The dredge, which has been named Sir Wilfrid, was constructed from the designs of A. L. Desy, Montreal, consulting engineer for Mr. Poupore, under the direction of W. E. Redway, N.A.

Manitoba and the Northwest Territories.

Press reports make reference to the Blackfriars Steamship Co., Edmonton, Alta., but no information is available as to who are interested in the Co., or as to its intended operations.

During the winter 17 scows were built at J. Walter's yard, Edmonton, Alta., and 6 by private persons. Nine were for the Hudson's Bay Co., 4 for the Roman Catholic Mission on Onion lake, and two for Rev. J. D. Matheson on Saddle lake.

We are advised that it is the intention to construct the hull of the snag boat for the Red river at Winnipeg by day labor, and that the machinery will probably be built at the government dockyard, Sorel, Que. \$10,000 was provided for this boat in the estimates passed at the last session of the Dominion Parliament.

B.C. and Pacific Coast Shipping.

A survey of Nanaimo harbor, B.C., is being made by G. Turner, assistant engineer of the Dominion Department of Public Works.

It is reported that the C.P.R. will take over the steamer service on Trout lake, B.C., and operate it in connection with its Arrowhead and Kootenay Ry.

A new steamer, the Britannia, is being completed on False creek, Vancouver, for freight and passenger trade on Howe Sound. She will take the place of the Defiance.

The government dredge King Edward has commenced operations in the deepening of James' Bay, Vancouver, and the reclamation of the land beyond the embankment wall. The work is expected to be completed by Sept. 30.

The C.P.R. wharf at Vancouver now under construction extends to Abbott st., and connects with Stimson's wharf. A large shed is to be erected on the wharf for the accommodation of the trans-Pacific and Australian steamers.

The Terminal Steamship Co. (Ltd.) has been incorporated under the B.C. Companies Act for the purpose of operating steam and other vessels, owning wharves, hotels, warehouses, docks, etc. The capital of the Co. is fixed at \$50,000.

The extra vessel chartered to run in the Canada-Australia steamship line is the screw steamer Foreric, of 5,600 tons deadweight capacity. She is expected at Vancouver, about Aug. 15, and will sail on her first trip about Aug. 25, calling at Suva, Fiji islands, and Auckland, New Zealand.

A new boat to be propelled by a gasoline launch, designed to ply on the upper reaches of the Koyukuk, a tortuous and shallow river, has reached Dawson, Yukon Territory, from Seattle, Wash. The boat is propelled by a fantail wheel operated by sprockets, and will carry 28 tons on a draft of 6 inches at a speed of 12 miles an hour.

The Merchants' Transportation Co. is reported to have purchased the machinery of the river str. *Gold Star*, which it purposes placing in the hull just completed at Victoria, and which will be towed to Dawson for her boiler and engines. The M.T. Co. at present

operates the LaFrance and Nora, and will name the new steamer the Thistle.

The Yukon str. Portland left Seattle April 26 for Cape Nome, and together with the Jeanie, a whaling vessel, was caught in an ice pack, June 4, and drifted away towards Bering strait. On July 4 news was brought to Cape Nome that both vessels were uninjured and the passengers and crews all right. A few days later the Portland arrived at Nome city, all well.

A short rate war affecting the trade between Whitehorse and Dawson, Yukon Territory, was brought to a conclusion by the agreement between the independent companies and the White Pass and Yukon Ry. Co., establishing a rate of \$50; the rate to Whitehorse being \$40, the W.P. and Y. Ry. allowing the other lines a differential of \$10 for the Skagway end of the business. A new freight traffic is also being arranged.

There is under construction at Coal harbor, Vancouver, a highspeed gasoline launch for the Vancouver Power Co. Her dimensions are: length, 38 ft.; breadth, 9 ft.; depth, 4 ft. 3 in.; and she will be equipped with a gasoline engine capable of making 11 miles an hour. The launch will be used by the V. P. Co.'s engineers in running between Vancouver and Lake Beautiful on the north arm of the inlet, where the tunnel to Coquitlam lake is under construction.

The Klondike Nugget says: "The opening of river navigation was inaugurated by the arrival of no less than nine steamers, all of which are now in regular commission and ready to handle the big volume of summer traffic. No more welcome sound is ever heard in Dawson than the whistle which announces the arrival of the first steamer. The event is an inspiring one, for it proclaims the glad tidings that Dawson is again in close touch with the great, busy, outside world."

A steam barge for the Hudson's Bay Co., to be used as a supply vessel for the Co.'s posts on the Labrador coast, was launched from the yard of the Polson Iron Works, Toronto, July 19. The hull is of composite construction, with straight stem and elliptical stern, having a flush deck with rail and bulwarks, and is built of extra strength so as to withstand the great pressure when forcing her way through the ice. Her general dimensions are: length between perpendiculars, 80 ft.; depth from top of keel to top of main deck beams at lowest point, 8 ft. 6 in.; breadth, 18 ft.; draft not to exceed 7 ft. when carrying 100 tons of cargo and 4 days' fuel. There is a large cargo hatchway amidships, steam capstan forward and a tow post aft, and she is also fitted with two masts, and is schooner rigged. The engines are fitted aft, and comprise fore and aft compound surface condensing engines with cylinders 8 in. and 18 in. in diameter, by 12 in. stroke, to which steam is supplied from a Fitzgibbon boiler, 4 ft. 6 in. diameter, 9 ft. long and 8 ft. high, having 508 sq. ft. of heating surface and constructed for a working pressure of 150 lbs. per sq. in. The boiler is so constructed that either coal or wood can be used as fuel. The barge, which was named the Inenew by Mrs. F. B. Polson, was expected to leave by the end of July for her port of service.

Among the Express Companies.

The Dominion Express Co. will not, until further notice, accept money shipments for transmission to points between Grand Forks, B.C., and Republic, Wash., owing to the suspension of train service on the Kettle Valley lines. Shipments of ordinary freight will be received and forwarded by stage from Grand Forks.

Gordon C. Metcalfe, who has been operating in Canada and the U.S. under various names, has been arrested at Hartford, Conn., at the instigation of the Canadian police, on a charge of stealing \$520 from the Dominion Express Co. in Manitoba in Dec. last. It is alleged that Metcalfe has been engaged in robbing railway stations and express offices for the last 12 years, by obtaining employment as a telegraph operator or clerk, effecting a robbery, absconding, and reappearing in another town under a different name. He has been handed over to the Canadian police.

The B.C. Express Co. operates 650 miles of stage line from Ashcroft, on the C.P.R., giving a semi-weekly service to Barkerville between May 15 and Oct. 31, and a weekly service the rest of the year; with an extra service on Wednesdays in summer, and Fridays in winter from Ashcroft to Clinton; a semi-weekly service all the year round from Ashcroft to Lillooet; and weekly services all the year round from Clinton to Alkali lake; from 150 Mile House to Horse Fly; from 150 Mile House to Quesnel forks; and from Soda creek to Alexis creek. The branch line services are all timed to meet the through stages between Ashcroft and Barkerville.

Telegraph and Cable Matters.

The Western Union Telegraph Co. has opened a new office at Digby, N.S.

At the recent session of the Newfoundland Legislature \$14,000 was voted for telegraph construction.

The cable laid in 1901 between Chateau Bay and Belle Isle is being repaired, after having been broken by the grounding of an iceberg on it.

The report that wireless telegraph apparatus of the Marconi type would be installed on the Richelieu and Ontario Navigation Co.'s boats is denied from the Montreal office.

The Postal Telegraph Co. has secured the control of the telegraph service on the Pennsylvania Rd., east of Pittsburg and Erie, and has replaced the Western Union Telegraph Co., which previously had the contract.

The Marconi wireless telegraph apparatus installed by the Dominion Government in 1901 has not been working satisfactorily, and D. H. Keeley, Superintendent of Government Telegraphs, is making an investigation.

The cable str. Tyrian is engaged in repairing and relaying the following cables, under the direction of D. H. Keeley, Superintendent of Government Telegraphs: repairing break in the 20-mile cable between Anticosti island and the north shore of the St. Lawrence; stretching 5½ knots of cable over the sandbars at Magdalen islands, and laying a cable about 2 miles to Scatari island, N.S.

The Department of Public Works has under consideration tenders for the construction of the following telegraph lines in Nova Scotia, in addition to those mentioned in our last issue, for which we were informed, July 1, that contracts had not been let: from Mabou to Port Hawkesbury, 40 miles; from St. Peters to Port Hawkesbury, 30 miles; from Port Mulgrave, via Guysborough, to Canso, 55 miles.

The wireless telegraph station at Glace Bay, N.S., has been completed, and much of the machinery installed. It is reported that messages have been exchanged with the station at Poldhu, Cornwall, but no official announcements have been made. Marconi is expected in Canada shortly, when the station will be placed in service. He is reported to have stated in London, Eng., that by Dec. it will be possible to transmit 30 words a minute, and that messages would be sent at the rate