

N. W. T. Co. has also exclusive connection with the G.T.R. from Sarnia to Port Arthur, Fort William and Duluth, and has connection with the C.P.R. at Port Arthur and Fort William, also with the Northern Pacific Ry. and the Great Northern Ry. at Duluth for all points west and northwest, extending to the Pacific coast. These connections in themselves, and particularly the connections with the G.T.R. and the C.P.R., are very valuable.

So far this season the earnings have been considerably greater than for the corresponding period last year. It is confidently expected that this increase will continue throughout the season, and the business tributary to the Co. is likely to continue to steadily increase, owing to the very rapid development which is going on in that part of the country served by the Co.'s steamers.

When the stock recently offered for subscription is paid up, the total paid-up capital of the N.N. Co. will be \$560,000, against which the Co. has the following assets;—

Steamers (seven)	\$403,224 01
Office buildings, machinery, fuel, general supplies, etc.	18,740 52
Accounts receivable	11,496 53
	433,461 06
Stock in N.W.T. Co.	153,000 00
	586,461 06

In the two years since the formation of the N.N. Co. it has paid dividends of 10% per annum out of net earnings and has carried forward a surplus of \$25,000; and the directors have every confidence that the future earnings of the Co. will admit of their continuing the payment of this dividend. The Co. has no bonded debt or preference stock.

The directors of the Co. are:—President, Jas. Scott, Toronto; Vice-President, J. J. Long, Collingwood; Secretary, T. Long, Toronto; Treasurer, C. E. Stephens, Collingwood; Jno. Burton, F. A. Lett, Barrie; C. Cameron, Collingwood; E. B. Osler, Toronto; W. J. Sheppard, Waubaushe; H. E. Smith, Owen Sound.

The Co.'s brokers, Osler & Hammond, Toronto, advise us that at the date of closing of the subscription lists, June 27, the issue of \$238,300 of stock above referred to was fully subscribed.

Notices to Mariners.

The Department of Marine has issued the following notices:—

No. 31. June 3.—British Columbia. 1. Uncharted rock of Port Canaveral. 2. Skidgate inlet—hydrographic note. 3. Uncharted shoal in Ganges harbour.

No. 32. June 5.—Ontario. 1. Pelee passage lighthouse. 2. Pelee spit light to be discontinued. 3. Temporary light on Stag island shoal.

No. 33. June 6.—Quebec. Change in position of Ile au Bœuf buoy.

No. 34. June 8.—British Columbia. 1. Depths in Nanaimo harbour. 2. Orthography of Barkley Sound.

No. 35. June 12.—Nova Scotia. Avon river fairway and mooring buoy.

No. 36. June 14.—Ontario. 1. Pelee Passage buoys. 2. Goderich buoys. 3. Charts of the northern part of Lake Huron. 4. Change in color of Kaministiquia range lights.

No. 37. June 20.—Quebec. 1. Riviere du Loup wharf. Removal of wreck. 2. Witch shoal lighthouse rebuilt.

No. 38. June 22.—Nova Scotia. Grand Etang lighthouse.

Canadian Pacific Navigation Company.

The opening of navigation on the Yukon River is announced, and this Co. has placed through tickets on sale from Vancouver and Victoria to Dawson, Atlin, and other White Pass and Yukon route points. The Co.'s steamers leave Victoria and Vancouver as per time table given in our May issue, and make close connections at Skagway with White Pass and Yukon Ry. for Caribou and White Horse. Connection is made at Caribou with steamer for Atlin, and at White Horse for Dawson and Yukon river points. Steamers are expected to leave White Horse for Dawson daily, and the trip from Vancouver to Dawson will require about seven days' time. The rates in effect from Vancouver and Victoria to Dawson are 1st class, unlimited, \$105; limited, \$100; 2nd class, \$80. To Atlin, 1st class, \$50; 2nd class, \$41.

The Co.'s Skagway fleet will all touch at Vancouver on the inward, as well as the outward journey.

The Ha Ting, the latest addition to the Co.'s fleet, completed her first round trip between Vancouver and Skagway, June 23, proving herself to be the fastest boat on the route. After her arrival from Hong Kong she was given a thorough overhaul, and was refitted. A new deck house has been constructed on the hurricane deck, in which are a number of staterooms, and these, together with the staterooms on the lower deck, have been refurnished and made thoroughly comfortable. The old dining room has been turned into a smoking room, and a new dining room has been provided with seating accommodation for 60, while there is stateroom accommodation for 115. The commander is Capt. Gosse. The Ha Ting, which the Co. propose to rename the Princess Margaret, was at one time known as the Cass, and was built as a yacht for the Chinese Governor of Formosa. She was afterwards transferred to the passenger service along the Chinese coast, and earned for herself a fame as a speedy, staunch and reliable seaboard. Under her former

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