

Klondike M., T. & Transport Co.

Sir Chas. Tupper presided at the first annual general meeting in London, Eng., recently. In moving the adoption of the report, he expressed regret at the unfortunate circumstances which had led to their trading & transport operations being less successful than they had hoped. This was owing to the unusually open weather preventing the formation of ice on the Stikine River. It was only after much inquiry that the directors decided upon adopting the Teslin Lake route to the Klondike, & had the weather been anything like what it was in the previous seventeen winters, there was every reason to suppose that things would have gone on as they had anticipated. He might say that the Canadian Government adopted the same route for transport purposes as the directors of this Co. The board availed themselves of the earliest opportunity of making an arrangement for redressing the position of the Co., and they associated themselves with Mr. Rattenbury & other gentlemen in an enterprise for organizing a line of steamers between Bennett Lake & Dawson City. That undertaking had proved successful. They learned by cable from Victoria that the net profits amounted to \$92,000, of which \$30,000 would be re-invested in posts. It was found to be important to establish communications during the winter by means of posts, & it was believed that that would prove a lucrative business. The net profit of \$92,000, made by a company in which they possessed a very large interest, was equal to about 30% on the whole of the issued capital of that company.

Toronto Harbor Improvements.

The Commissioners are taking steps to secure such improvements to the harbor as are necessary to meet the requirements of the increased traffic consequent on the deepening of the St. Lawrence canals to 14 ft. of water, which is expected to be completed next year. K. Tully, Engineer to the Commission, & C. H. Rust, City Engineer of Toronto, have agreed on the following improvements as being necessary & that they should be commenced without delay:—

The southern portion of the piers of the eastern channel to be extended to 18 ft. of water below the datum gauge at the Queen's wharf, and the channel between the piers to be dredged to that depth, so that a vessel drawing 14 ft. of water can enter the harbor at all times.

The river Don to be diverted by the Commissioners' cut, across McNamee's cut into the deep water, or pond in Ashbridge's bay, & a dam constructed across the river Don west of the Commissioners' cut, to prevent any further deposit from the river Don injuring the harbor.

A trunk sewer to be constructed from Bathurst st., along the line of Front st., east of the river Don, into which all the main sewers of the city should discharge their contents, to be finally emptied into the deep water of the lake, or pumped on land to be treated by intermittent downward filtration, chemical precipitation, or the ferozone & polarite process.

A deputation from the City & the Commissioners will wait on the Dominion Minister of Public Works at an early date in reference to the matter.

Montreal will have a much better service with Germany next season. For some time the Hamburg-American Line has felt that it should put on more vessels, but it could not get them. A number of its new vessels will be in shape by the beginning of the season, & it will give a 10-days' service instead of two weeks. All the vessels will be the same size as the huge cargo carriers that it has had on the line in the past.

Port Stanley—Conneaut Ferry.

President F. H. Walker, of the Lake Erie & Detroit River Ry., issued the following circular Jan. 7: Commencing on Jan. 10, this Co. will take over by lease the property of the U.S. & Ontario Steam Navigation Co., & will thereafter operate the car ferry Shenango No. 1. The jurisdiction of the following officers of this Co. will be extended to include the above leased property:—E. C. Walker, Managing Director; J. H. Walker, Treasurer; W. Woollett, Gen. Supt. & Traffic Manager; A. Leslie, Gen. Auditor & Accountant; S. Austin, Mechanical Supt. And until further advised, O. J. Hammon, Gen. Freight Agent; E. D. Comstock, Gen. Pass. Agent, will continue to act on behalf of the Car Ferry in their respective capacities, with offices in Carnegie Building, Pittsburg, Pa.

The Shenango No. 1, which was illustrated in our issue of Oct., '98, pg. 221, runs between Port Stanley, Ont., & Conneaut, Ohio.

The Maritime Provinces.

The str. Northumberland went off the Point du Chene-Summerside run in Dec. for the winter, after a capital season's business.

Nothing more has been heard of the English company which was said to be contemplating establishing steel shipbuilding works in N.S.

The str. St. Croix, of the International line, now makes but one trip a week between St. John, N.B., & Boston, the usual midwinter service.

The Dominion Government has had an examination made of Richibucto harbor, with a view to deepening the entrance to 19 or 20 ft. on the bar.

C. R. Burgess, Wolfville, N.S., & others, have been incorporated under the Dominion Companies Act as The Kambira Co., Ltd., capital \$28,800.

Tide tables for Halifax, Quebec & St. John, N.B., for 1899, have been issued in pamphlet form by the Tidal Survey Branch of the Department of Marine.

C. R. Burgess, Wolfville, N.S., & others, have been incorporated under the Dominion Companies Act as The Barquentine Skoda Co., Ltd., capital \$16,000.

S. C. & W. H. McCurdy, of Parrsboro, intend building a steamer at Spencer's Island, N.S., this winter. She will be 110 ft. over all, 23 ft. beam & 7½ ft. deep.

H. Elderkin & Co., Port Greville, N.S., are building a 300-ton schooner. Orders for schooners have also been placed with J. Smith & M. Young, of Lunenburg, N.S.

Digby Basin, N.S., saw more large square-rigged & three-masted vessels in 1898 than for some years past. Most of them loaded at Annapolis, but Digby got a good share. There appears to be a bright outlook in the South American lumber trade.

N. McNichol, naval architect, Glasgow, is acting as Inspector of the Department of Marine for the steamer which is being built at Dundee for the P.E.I. winter service. The last report received at the Department intimated that the frames would be all up by Dec. 30 last. No name has yet been selected for the steamer.

The Halifax Graving Dock Co. has let a contract to rebuild its no. 3 marine railway. When this is done, together with completion of rebuilding of the large railway now nearing completion, the whole plant will consist of no. 1 railway of about 3,000 gross tons capacity, no. 2 of 1,000 tons, & nos. 3 & 4, each with 2 cradles for small vessels.

Some of North Sydney's enterprising citizens are endeavoring to form a company to fit out a fleet of fishing vessels next year.

The Herald says:—"The fishing grounds are at our very back door, & surely if Lunenburg & Gloucester vessels find it profitable to prosecute our fishery, Cape Breton, with her easy access & good shipping facilities, should & would certainly find it more so."

The I.C.R. ferry str. Mulgrave, which runs across the Strait of Canso, between Mulgrave & Point Tupper, has been fitted with an electric light plant, which includes a powerful search light, two incandescent arc lights & about 40 incandescent lights. When the steamer reaches the wharves at Mulgrave & Point Tupper respectively during the night connection is made by which the stations & freight sheds are lit by incandescent arc lights, the power for which is supplied from the steamer.

No seizures were made by the Canadian fisheries protection cruisers on the Atlantic coast last season. This leniency of the authorities, it transpires, was not owing to the absence of infractions, but was prompted by quite another motive. It was considered inadvisable, pending the deliberations of the International Commission, to prosecute a too rigorous enforcement of our rights, & the cruisers contented themselves with a patrol calculated to obviate the commission of any large abuses.

The Dominion Atlantic Ry.'s str. Prince Edward has taken the Prince Rupert's place on the St. John, N.B.-Digby run. The new str. Prince George, which has now been on the Yarmouth-Boston run for over a month, is doing well, & has reduced the time considerably, leaving Yarmouth at dark & reaching Boston by morning. Her sister boat, the Prince Arthur, also built at Hull, Eng., had her trial trip Dec. 21. On a run of 300 miles she developed the remarkable speed of 20½ knots, which is somewhat faster than the Prince George did.

Capt. W. H. Smith, R.N., Wreck Commissioner, has filed his decision in his investigation into the loss of the steamer Express of the Yarmouth Steamship Co., off Bon Portage Island, Shelburne, last Sept. The accident is found to have been caused by the neglect of the Master Capt. T. Harding to take soundings to ascertain the depth of water as the steamer approached the island in a dense fog. His certificate is suspended for 3 months. The certificate of mate U. H. Lyons is suspended for 1 month for not calling the attention of the Master to the danger the vessel was in by this neglect to use the lead. Capt. Harding is at present in command of the steamer City of St. John. The Commissioner recommends that during the time his master's certificate is suspended Capt. Harding be granted a mate's coasting certificate.

R. G. Reid, owner of the Newfoundland & Western Ry., has let a contract for the building in Glasgow of 7 1st-class steel screw steamers. They will be built with a view to the future development of the services & not to the existing conditions. They are all to be finished exactly like the Bruce, both in their structure & interior fittings. They will be specially fortified to resist ice; they will have the very latest devices in machinery, & their equipment will include electric search-lights. One will have a carrying capacity of 1,100 tons gross, & is intended for the Labrador service. She will be pretty nearly the same size as the Bruce, have accommodation for 50 first-class & 100 second-class passengers, & will make fortnightly round trips between St. John's, Nfld., & the Labrador coast. The 6 others will be of about 600 tons each, being intended for the different bays, such as Notre Dame, Trinity, Bonavista, Placentia, the west coast in the Gulf of St. Lawrence, connecting with the railway at Bay of Islands, & along the south coast, from Placentia to Port aux Basques, the western terminus of the railway.