

**Canadian Pacific Navigation Company.**

The C.P.R. Co. has bought a controlling interest in the stock of the Canadian Pacific Navigation Co., which has its head-quarters at Victoria, B.C., operating steamboats between Victoria & Vancouver, between Victoria & New Westminster & on the Fraser River & also between Victoria & Barclay Sound, Vancouver Island, & between Victoria & Port Simpson, Naas River, B.C., Wrangel & Skagway, Alaska.

The negotiations which resulted in the transfer of a controlling interest were conducted at Victoria by Commissioner Chipman, of the Hudson's Bay Co. At one time the H.B. Co. had a majority of the stock in the C.P.N. Co., but before Mr. Chipman's appointment to the Commissionership a portion of the Co.'s holding was disposed of & the control passed into the hands of people in Victoria. For many years the C.P.N. Co. was under the management of Captain Jno.

most effective service possible on all routes. It is not the C.P.R. Co.'s intention to ask a bonus from either Vancouver or Victoria, & there can be little doubt that the purchase which has been made will result beneficially to the trade of B.C. The C.P.N. Co.'s business has in the past been a profitable one, but it could not well continue either in the interests of the shareholders or of the Province without the expenditure of a large amount of additional capital. It is a source of satisfaction that the proposition has been readily received, & appears to be alike satisfactory to all concerned."

It is expected that one of the first results of the C.P.R. ownership will be a much-needed improvement in the service between Vancouver & Victoria, & especial attention will no doubt be given to the northern trade between Victoria & Vancouver, & the northern B.C. & Alaska ports, so as to divert it from Seattle & other Puget Sound ports, which have now almost a monopoly of it. We are officially in-

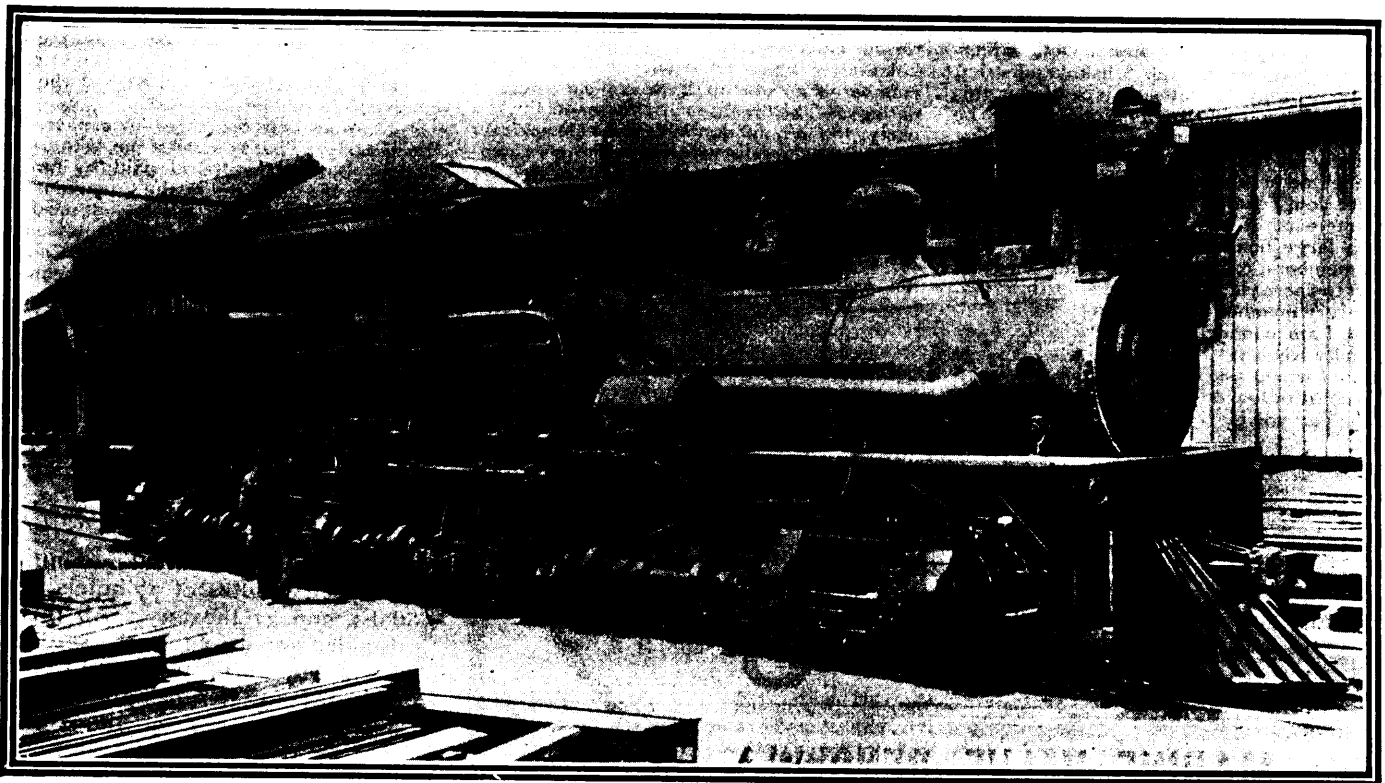
ly increased, & during the last few years an 8% annual dividend has been paid. The board, according to the last available returns, was composed of President R. P. Rithet, Secretary-Treasurer F. W. Vincent; other directors, T. Earle, M.P., Hon. J. H. Turner, Minister of Finance for B.C., J. Thomson, representing the Hudson's Bay Co.'s interests, & Capt. J. Irving.

The C.P.N. Co.'s ocean going fleet consists of the following steamers:—The *Islander*, screw, built in 1888 at Yoker, G.B., length 240 ft., breadth 42 ft., depth 14 ft., tonnage, gross, 1495, register 478.

The *Charmer*, screw, built in 1886 at San Francisco, length 200 ft., breadth 42 ft., depth 12 ft. 9 ins., tonnage, gross, 1044, register 497.

The *Danube*, screw, built in 1869 at Govan, G.B., length 215½ ft., breadth 27 ft. 7 ins., depth 20 ft. 7 ins., tonnage, gross, 887, register 561.

The *Yosemite*, sidewheeler, built in 1862 at



SHAY LOCOMOTIVE USED ON THE ROSSLAND, B. C., SECTION OF THE CANADIAN PACIFIC RV. SEE PG. 13.

Irving, of Victoria, son of Captain Wm. Irving, the pioneer steamboat man on the Fraser River, the presidency of the Co. being held by his brother-in-law, R. P. Rithet, a leading merchant of Victoria. Capt. Jno. Irving retired from the management some two years ago, since which he has been steamboating on the Yukon route, & was succeeded by F. W. Vincent, C. S. Baxter being Passenger Agent, & G. A. Carleton, General Freight Agent.

When the transfer of the stock was recently announced, Mr. Chipman made a statement to the press in which he said: "All are agreed that it is necessary to do something to improve & protect the trade of British Columbia. The C.P.R. has long given earnest attention to this question, & has felt that steamship service must be increased & improved, in order to retain the northern trade for the Canadian coast. With this end in view the C.P.R. has acquired a controlling interest in the C.P.N. Co., & proposes spending a large amount of money in improving the present fleet & adding to it modern vessels, so as to provide the

formed that the steamers will be operated for a time at any rate in the name of the C. P.N.Co., as heretofore. No decision has been reached regarding the management or the details of the improvements to be made in the fleet & in the service.

The business now carried on by the C.P.N. Co. has grown out of the steamboat business at one time conducted by the Pioneer Line & by the Hudson's Bay Co., the C.P.N. Co. having taken over the boats owned by them, paying for them in capital stock in the C.P.N. Co., which was incorporated in 1883 with an authorized capital of \$500,000, of which \$356,000 was subscribed & paid up. The Co. has an indebtedness of \$75,000 on the first issue of its debentures, issued in 1893, payable in 1903. In March, 1890, the Co. gave a chattel mortgage to the B.C. Land & Investment Agency for \$250,000, covering 13 steamboats & some real estate in Victoria, Vancouver & Port Hammond, but it is said that only a few thousand dollars' worth of the second debentures have been issued. Since the Yukon development began the Co.'s business has large-

San Francisco, length 282 ft. 3 ins, breadth 34 ft. 9 ins., depth 13 ft. 2 ins., tonnage, gross, 1525, register 1055.

The *Princess Louise*, sidewheeler, built in 1869 in New York, length 184 ft., breadth 30 ft., depth 13 ft., tonnage, gross, 932, register 544.

The R. P. Rithet, sidewheels, built in 1882 at Victoria, B.C., length 117 ft., breadth 33½ ft., depth 8 ft. 5 ins., tonnage, gross, 817, register 686.

The *Tees*, screw, built in 1893 at Thornaby-on-Tees, G.B., length 165 ft., breadth 26 ft., depth 10 ft. 8 ins., tonnage, gross, 569, register 231.

The *Willagra*, screw, built in 1891 at Astoria, U.S.A., length 136 ft., breadth 22 ft., depth 10 ft., tonnage, gross, 373, register 245.

The *Amur*, screw, built in 1890 in Sunderland, Eng., length 216 ft., breadth 28 ft. 1 in., depth 11 ft. 2 ins., tonnage 570.

The *Queen City*, screw, built in 1894 at Vancouver, B.C., length 116 ft., breadth 27 ft., depth 10 ft., tonnage, gross, 391, register 214.

The *Maude*, screw, built in 1872 at San