

She has been towed to Deseronto, and it is expected that she will be rebuilt. The upper works have been entirely destroyed, and considerable damage has been done below decks amidships; the wheels, however, are intact. The insurance underwriters have granted the full damages claimed by the owners, \$15,000.

The Toronto Harbor Commissioners' regulations limit the speed at which steamers may navigate the eastern gap, where, at present, some work is going on under the supervision of the Public Works department. For a breach of this regulation Capt. Wigle, of the Niagara, St. Catharines and Toronto Ry. Co.'s str. Lakeside, Capt. Cooney, of the same Co.'s str. Garden City, and Capt. Soames, of the Niagara Navigation Co.'s str. Corona, were recently fined \$20 each without costs, at the Toronto police court.

The U.S. and Dominion Transportation Co. has placed in service this season on its route between Hancock, Houghton and Duluth, Isle Royale, Port Arthur and Fort William, the new str. Argo. She has already proved to be inadequate to meet the demands for accommodation, both for freight and passengers, and the Co. is obtaining figures for a larger boat than the Argo for next season's traffic. It is proposed to put the new boat on the south shore route, the Argo taking the north shore. The Argo is 185 ft. over all, has a gross tonnage of 1,089, and has a speed of 16 miles an hour. On a recent trip to Duluth she had 400 passengers.

C. Counselman, head of the syndicate operating the Northwestern and other steamers between Chicago and European ports, says that the two problems to be solved before success is achieved are the cargo insurance and return cargoes. The present rate of insurance, he says, is simply burglary; it is \$1.25 as against 15c. to 20c. from New York to Europe; a fair rate from Chicago would be 50c. The question of return freights would be easily adjusted if the insurance rates were placed at a satisfactory figure. Capt. Atkinson, of the Northwestern, and Capt. Ross, of the Northman, have resigned their commands as they don't like the lake, river and canal trip.

The Kingston pilots are having considerable discussion among themselves in the press as to the 14 ft. channel in the St. Lawrence and their respective abilities in taking vessels up and down. Outside the personal matters brought into the correspondence by the pilots the important fact is brought out by officers of the Northwestern and the Northman, on the Chicago-European line, that neither of these boats touched bottom while going through the St. Lawrence, and that the passage from Chicago to Montreal is perfectly safe and practicable for vessels drawing 14 ft. of water. The Northwestern went aground owing to a dredge and barge blocking the channel and not because of insufficient depth of water.

A New York despatch says the executive committee of the Canal Association has decided not to advocate the proposed deep waterway plan. The committee came to the conclusion that the interest not only of New York, but of the whole state, would be better served by a 1,000-ton barge canal. There is more or less doubt as to whether the deep waterway proposition can be carried out. The improvement, too, being largely sectional, is meeting with opposition from other ports, competitors of New York. Canal advocates there want an adequate improvement at the earliest possible time. The ship canal, they say, is too remote. Even if undertaken it would be years before it could be completed. If the state should decide to turn over the canals to Government control, that could only be done by passing constitutional amendments in the Legislature, to be approved subsequently by the people, and it would be 1906 at the earliest before the Government

could even start work on the proposed 21 ft. waterway.

The screw steel str. Huronic which is being built at Collingwood, Ont., for the Northwest Transportation Co., is to run from Windsor or Sarnia to Duluth via Mackinac, Sault Ste. Marie, Port Arthur and Fort William. It is expected that she will make 15½ miles an hour loaded and 17½ miles when running light. She will have the highest rating, A1 with a star for 20 years, in the Great Lakes Register and the Bureau Veritas. She is built of open hearth steel throughout and is of the following dimensions: 325 ft. over all; 308 ft. between perpendiculars; 43 ft. beam, and 27 ft. molded depth. The steamer has moderately fine ends and large water ballast capacity. Engines are of the triple expansion type, 26, 42 and 70 by 42 in. stroke, steam being supplied from 4 Scotch boilers, 12 ft. 6 in. in diameter by 12 ft. long, at a pressure of 175 lbs. per square inch. She will have cabin accommodation for 200 saloon passengers, together with large provision for the carrying of steerage passengers, as there is a double tier of cabins. The main dining saloon will be the full width of the lower cabins, thus making it spacious and well lighted. It will be finished in hardwood.

Pacific Coast Shipping.

A steamboat for the Yukon River Transportation Co. has recently been completed at Seattle, Wash. She will tow freight barges on the Yukon river.

The Pacific Coast Steamship Co. is stated by J. D. Farrell, President, to be about to enter the Puget Sound trade, for which three or four new vessels will be built. The contracts for these will, it is reported, be placed shortly.

The C.P.N. Co.'s str. R. P. Rithet is now making three trips a week between Victoria and New Westminster, leaving the former port at 7 p.m., on Tuesdays, Thursdays and Saturdays, and the latter on Sundays, Wednesdays and Fridays, also at 7 p.m.

The C.P.N. Co.'s str. Yosemite is to make Vancouver her home port for the future. Owing to the seven-day service now given to Vancouver, an extra steamer is required, and the Yosemite has been moved there. She will engage in excursion or other business offering, and will change with the Charmer on the New Westminster route one day in the week.

At the first annual meeting of the Western Steamboat Co., held in New Westminster recently, it was reported that the Co.'s str. Ramona had made only three trips to Chilliwack, but the results were most encouraging. The following directors were elected for the year: Capt. Young, T. S. Annandale, T. J. Trapp, L. A. Lewis, F. J. Hart and J. A. Cunningham.

The str. J. R. McDonald, which was built in 1890 for the Pennington Navigation Co., rebuilt after being burned in 1893 and placed on the British register at Victoria in 1893, and which has been laid up for some time, has been again altered and fitted up as a passenger boat by the Union Steamship Co. She will be placed on the coast run and will take the place of the Comox.

The str. Cutch, one of the best known vessels in B.C. waters, which was wrecked in Aug., 1900, on the northern route, has been sold by the underwriters to Mr. Clinton, of Cincinnati, Ohio. The vessel when repaired will be transferred to the U.S. flag, and will trade in Alaskan waters. Built in England, the Cutch was first employed in the trade between Bombay and Zanzibar. She was then purchased by the Union Steamship Co., of Vancouver, and for some years was employed on the route between Vancouver and Nan-

The Canadian Pacific Railway Company.

NOTICE TO SHAREHOLDERS.

The Twentieth Annual Meeting of the shareholders of this Company for the election of directors and the transaction of business generally, will be held on Wednesday, the 2nd day of October next, at the principal office of the Company at Montreal at twelve o'clock, noon.

The meeting will be made special for the purpose of considering, and, if deemed advisable, of adopting a resolution authorizing the issue of bonds of the Company under the authority of the Dominion Act, 52 Victoria, Chapter 73, to an amount not exceeding four hundred and eighty thousand pounds sterling, to aid in the acquisition of steam vessels and their equipment, and for securing such issue according to the provisions of the said Act.

The Common Stock Transfer Books will close in London at 3 p.m. on Friday, 23rd August, and in Montreal and New York on Friday, 6th September.

The Preference Stock Books will close at 3 p.m. on Monday, 2nd September. All books will be reopened on Thursday, 3rd October.

By order of the Board,

CHAS. DRINKWATER, Sec.

Montreal, 12th August, 1901.

The Canadian Pacific Railway Company.

Dividends for the half year ended 30th June, 1901, have been declared as follows:

On the Preference Stock two per cent.

On the Common Stock two and a half per cent.

Warrants for the Common Stock dividend will be mailed on or about 1st October to Shareholders of record at the closing of the books in Montreal, New York and London respectively.

The Preference Stock dividend will be paid on Tuesday, 1st October, to Shareholders of record at the closing of the books at the Company's London Office, 1 Queen Victoria Street, London, E.C.

The Common Stock Transfer books will close in London at 3 p.m. on Friday, 23rd August, and in Montreal and New York on Friday, 6th of September. The Preference Stock books will close at 3 p.m. on Monday, 2nd September.

All books will be re-opened on Thursday, 3rd October. By order of the Board,

CHARLES DRINKWATER,

Montreal, 12th August, 1901.

Secretary.

PAN-AMERICAN EXPOSITION.

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