

eral merchants, and in connection therewith to own and operate steam and other vessels. The firm is engaged in a general supply business and employs steamers on the Muskoka Lakes to deliver freight, etc., to hotels, summer residences, etc.

We are advised that the Dominion Government has not purchased the str. Manitou from the United States and Dominion Transportation Co., and has no intention of doing so. According to the press reports the Manitou was to be used for hydrographic survey work on Lake Superior, to replace the Bayfield, which was to be transferred to Hudson Bay. The Bayfield has been fitted out, and left Owen Sound, May 4, to continue the work of making a survey of Lake Superior.

The Fort William Dredging and Harbor Improvement Co. has been incorporated under the Ontario Companies' Act, with a capital of \$150,000 and offices at Fort William, Ont., for the purpose of erecting dry docks, to engage in dredging, and generally to do any improvement work in connection with the same. The incorporators are: E. R. Wayland, E. S. Rutledge, C. H. Jackson, F. R. Morris, T. E. Dean, L. L. Pelliter, W. Stevenson, Mrs. G. Morton, of Fort William, Ont.

The following additional appointments to steamers have been made since the list in our last issue was made up: Charles Williams, Sr., engineer str. North King, Lake Ontario and Bay of Quinte Steamboat Co.; J. Ewart, captain and A. E. Foote, engineer, str. Neebing; M. Heffernan, captain, str. Niagara, Ontario and Quebec Navigation Co.; A. Simard, captain, G. Gagnon, engineer, str. Chicoutimi; L. Valois, captain, str. Chambly; Richelieu and Ontario Navigation Co.; E. Castonguay, captain str. Filgate; A. Hence, captain str. Garnet; O. Gillespie, captain, L. Marchand, engineer, str. Empire; Montreal and Cornwall Navigation Co., Cornwall, Ont.

Manitoba and the Northwest Territories.

The str. Frank Burton has been purchased by J. A. Howell, Selkirk, Man. She is being fitted up for passenger service on the river and Lake Winnipeg.

The first steamers arrived at Athabasca Landing, Alta., from Lesser Slave Lake, Artha., May 1, and the first return steamer left Athabasca Landing May 3.

A steamer is being built at Chippewyan, Artha., for which an engine and boiler is being taken in from Athabasca Landing, at which place a new steamer, Midnight Star, was launched May 2.

The Department of Marine has arranged to construct a 124 ft. twin screw launch at Sorel during the summer, for the use of the Mounted Police on Hudson Bay. The launch will have a speed of 12 knots an hour.

The Dominion Government str. Arctic will return to the Atlantic Ocean in the fall for the purpose of an overhaul, and will go back in 1906. It has been decided to have an annual trip made to the Arctic Ocean and Hudson Bay, instead of permitting the steamer to remain there for two or more years at a time.

B.C. and Pacific Coast Shipping.

W. E. Laird, of Victoria, B.C., has been appointed shipping master there, succeeding Capt. H. G. Lewis, deceased.

Navigation opened on the Yukon River, May 1, when the first freight craft started out from Whitehorse for Dawson.

The tug Laura of Vancouver has been purchased by Pearce and Garfield of New Westminster, for their Fraser River trade.

S. A. Mandy has purchased a small tug in Vancouver and had it conveyed overland to the Three Valley Lake, near Revelstoke, B.C.

A. B. McNeill, Victoria, B.C., has been appointed Secretary-Treasurer of the Pilotage District of Victoria and Esquimalt, succeeding E. Crow Baker.

The Revelstoke Navigation Co. has placed its str. Revelstoke on the route between Revelstoke and the Big Bend country. The str. will make two round trips a week.

The Vancouver Skeena River Navigation Co. has been incorporated under the B.C. Companies' Act with a capital of \$100,000 to carry on a general navigation business.

The str. Columbia, built at Vancouver, B.C., for the Anglican Church Missions on the northern coast has been dedicated. The vessel is fitted with a gasoline engine of 20 h.p., and sails can also be used.

Capt. Balcom, who recently brought the str. Orion out from Norway to Victoria, with a view of engaging in whaling off Vancouver Island, is negotiating with the Department of Marine for the purpose of establishing a life saving station there.

The Merchants' Service Guild of Canada has called the attention of the Department of Marine to the conduct of a master mariner named Bonser, lately in charge of the str. Hazleton, alleging the ramming of opposition steamers and asking that a commission be appointed to investigate the complaints.

An order for another steamer has been placed at Glasgow, Scotland, for the Dollar Line, owned by R. Dollar, of San Francisco, Cal. Most of the steamers of the line are registered at Victoria, B.C.

The Dominion Government is asking for tenders for a 12 knot an hour steamship service between St. John, N.B., and London, Eng. They are to be fitted with accommodation for carrying perishable cargoes with cool temperatures and refrigerating apparatus and space of 2,500 cubic feet.

The Supreme Court has been asked by the Dominion Government to decide as to the validity of the act respecting ferries and its amendments. The case was argued by counsel for the Dominion Government, and for the Ontario Government, whilst the Quebec Government filed a factum. Judgment was reserved.

The management of the Manchester Liners, which have hitherto made Montreal their summer port in Canada, is contemplating changing to Quebec. At present a considerable quantity of cargo is taken on at Quebec, but it is stated that the Great Northern Ry. will provide a large proportion of cargo if the change is made. The steamers are owned in Manchester, Eng., and are among the largest freighters coming to Canada.

The question of the power of the International Waterways Commission to look into the question of the levels of the St. John River is being considered by the two Governments. The U.S. Government wants that river to be excluded from the scope of the Commissioners' enquiry whilst the Canadian Government holds otherwise. Residents in New Brunswick claim that trade is being injured on account of some obstructions placed in the river by residents in Maine, and a certain amount of friction has been occasioned thereby.

Among the Express Companies.

The headquarters of G. H. Waterhouse, Canadian Ex. Co.'s route agent, have been changed from Montreal to Kingston, Ont.

The Dominion Ex. Co. has published rates for summer routes on the lines of the Richelieu and Ontario Navigation Co., the Algoma Steamship Line, Northern Navigation Co., and United States and Dominion Transport Co., as well as the summer route to Europe via Quebec.

The Dominion Ex. Co. announces that Emo, Fort Frances and other points in the Rainy River district of Ontario, formerly reached by its service during the season of navigation, will not be re-opened this year. All shipments for these points must be way-billed for transfer to the Canadian Northern Ex. Co.

The Canadian Ex. Co. placed its service on the lines of the Prince Edward Island Ry., May 1, opening the following offices there: Alberton, Bear River, Bloomfield, Breadalbane, Cardigan, Charlottetown, Freeton, Georgetown, Hunter River, Kensington, Miscouche, Morell, Mount Stewart Jct., New Wiltshire, O'Leary, Port Hill, St. Peters, Souris, Tignish, Wellington. The summer route between Point du Chene and Summerside has been opened.

The Western Ex. Co. has notified agents of the discontinuance of universal through billing of special traffic matter, May 1. Business for offices of other express companies must now be way-billed to and routed via the natural direct transfer point near destination; routing label has to be affixed to each shipment, showing point to which it is way-billed. Other express companies on same date discontinued through way-billing of special traffic matter, 7 lbs. and under, to all exclusive offices of the Western Ex. Co., and from all exclusive points to W. Ex. Co.'s common points.

The Canadian Ex. Co. announces that in addition to the facilities afforded by the Atlantic and Lake Superior Ry. from Metapedia to certain points in Gaspé county, Que., the Interprovincial Navigation Co. has arranged a summer steamer service from Campbellton, N.B., to Gaspé, Que., touching at a number of intermediate ports. The service will be twice a week; express matter for points reached by steamer only are to be routed via Campbellton, and for points reached by steamer and rail to be routed by shipper. No money, or valuables or C.O.D. parcels will be carried beyond Campbellton.

Telegraph and Cable Matters.

The Western Union Telegraph Co. has extended its money transfer system to foreign countries.

The C.P.R. Telegraph Department is stringing a new telegraph line between Guelph and Goderich, Ont.

The C.P.R. Telegraph Department is extending its call-box system to Halifax, N.S., and St. John, N.B.

The C.P.R. Telegraph Department has strung a second wire between Hochelaga and St. Agathe, Que., to accommodate the increased business.

The Great North-Western Telegraph Co. has established the Dominion Messenger and Signal Co. in connection with its business. S. B. McMichael is Superintendent.

M. Crean is reported to have been appointed Superintendent of the Dominion Government Yukon telegraphs, vice J. B. Charleson, appointed Dominion Inspector of Public Buildings.

The Newfoundland Legislature has passed an act providing for the payment of the amount awarded the Reid Newfoundland Co., in connection with the taking over of the telegraph lines by the Government.

E. H. James, B.Sc., of McGill University, son of N. James, in charge of the Anglo-American Cable Co.'s office at Heart's Content, Nfld., has been appointed to a position on the engineering staff of the Westinghouse Manufacturing Co., Pittsburg, Pa.

The conference of the partners in the British Pacific Cable—Great Britain, Canada and