

# NORTHERN NAVIGATION COMPANY WILL BUILD ANOTHER STEAMER

Late developments point to the construction of another combined passenger and freight steamer by the Northern Navigation Co.

Acting under the clause of the agreement which carries its franchise, the Grand Trunk Railway has made a demand for another steamer to be ready to go into commission in the spring of 1913. The formal demand came before the executive of the directorate at a meeting held on Thursday evening at the Queen's Hotel, Toronto, when a recommendation that a new steamer be built was adopted and ordered to be passed on to the Board of Directors. This will come up at an early meeting when, it is anticipated, it will be agreed to.

When interviewed regarding the reported action of the meeting, Mr. H. V. Telfer, vice-president of the Northern Navigation Co., said: "Yes, it is true." Our company have received the request from the Grand Trunk Railway and the executive have decided it is wise to comply with the request."

It is understood if the present materialize that it is the intention of the company to build a steamer larger and more elaborate than the Harmonic, the flagship of the line. The preparation of the plans would be commenced immediately and it is hoped that the contract will be placed not later than July or August. This would be necessary if the

steamer is to be ready to go into commission in the spring of 1913.

The steamer may be 400 feet long and will cost about \$700,000.

Where the new boat will be built is, of course, undecided. All Canadian yards will be invited to tender. The hope is that the Collingwood yard will secure the contract. The construction of such a steamer means the expenditure of a large amount of money.

The addition of another steamer is considered necessary because of the company's steadily increasing business and the outlook is that within the next few years the expansion will be even greater. This season the company will have the benefit of the Grand Trunk Pacific which will early in the season be in a position to take care of passenger and freight business from the head of the lakes through to the Rocky Mountains. With the trans-continental open the Northern Navigation Co. is the connecting link between the eastern and western systems of the Grand Trunk, which will insure it a through business, much of which now goes by other routes. The railway company and those associated with it evidently have no fear of the Fielding reciprocity bill destroying or endangering their business, as Sir Donald Mann says, it will in all probability increase the trade between the east and the west.