

midships. The engines will be exceptionally strong, of the triple expansion type, having cylinders 26 ins., 41 ins. & 65 ins. diameter, to develop not less than 2,900 indicated h.p. under forced draught. This will exceed the Stanley's power by about 600 h.p. The stern has been specially designed for backing astern in the ice, & will have an ice cutter to protect the rudder stock; the rudder will be solid cast steel. The vessel will be provided with water ballast tanks in the bottom & trimming tanks forward and aft. Experience has been gained by the service of the Stanley, & in designing the new steamer improvements were kept in view. Instead of berths, as in the Stanley, 8 state-rooms will be provided, with 2 berths & a lounge in each. One specially large state-room will be fitted up with beds & other conveniences. The dining saloon will be sufficiently spacious & will be neatly furnished, upholstered & well lighted with incandescent electric lamps. Part of the saloon will be furnished specially for the comfort of ladies, & will have the latest improvements in heating apparatus. The main objects, however, have been to secure strength of hull & powerful engines. The steamer will cost about £38,000, without furnishings.

The schooner Prince Edward, built in 1887, being now unserviceable for delivering light-house supplies, a steamer is being built & will

No. 35, June 12. British Columbia. Shoals southeastward of White Rock, Trincomalie Channel.

No. 36, June 13. Nova Scotia. 1, Automatic buoy off Liscomb. 2, Signal buoy off Beaver Harbor.

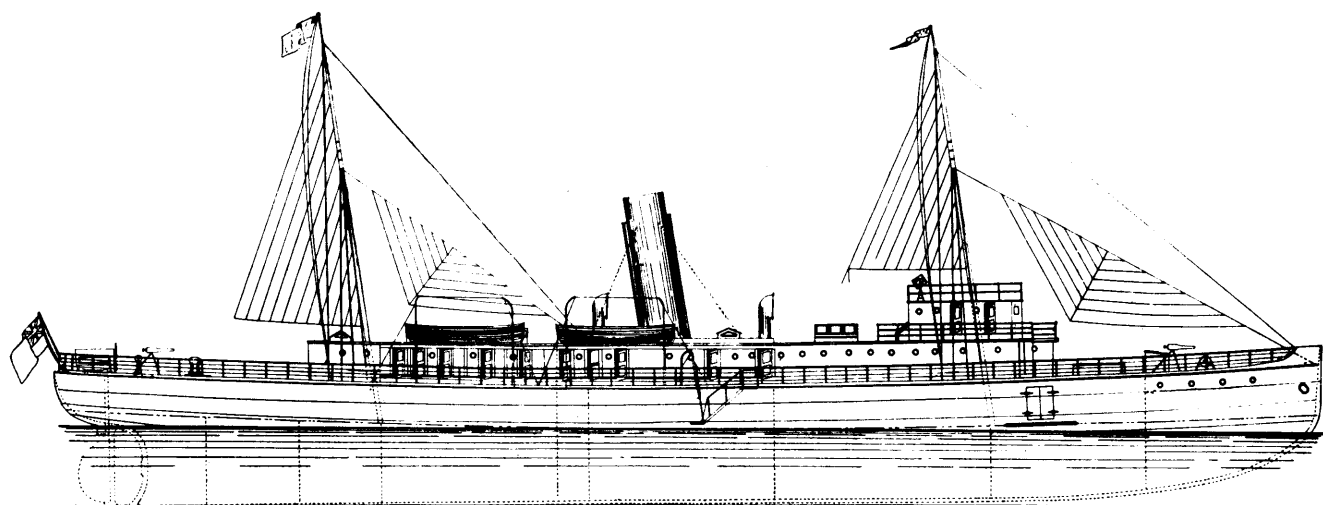
No. 37, June 15. Prince Edward Island. Whistling buoy off West Point replaced.

#### Great Lakes Insurance Policies.

On the 2nd class vessels insurance formerly expired at noon of Nov. 30, & Judge Swan, District Court of Detroit, Mich., some time ago based a decision on the fact, & called that hour the close of navigation on the Great Lakes. Since that time it has held as a precedent in law suits. But since that decision the insurance syndicate have made a concession to the 2nd class boats by calling Dec. 1, or the midnight of Nov. 30, the hour of ending their policies. If these vessels happen to be out at that time they are given an insurance extension, but the rate is much greater than charged the A1 boats. With the 1st class vessels the insurance expires, if they are in port, on the midnight of Dec. 11. If the vessel happens to be on the lake with a cargo contract, departure having been made prior to the expiration of the insurance, her insurance policy is extended

sels are the same. Their keels are 500 ft. long, their length over all or from knight-heads to taffrail being about 520 ft., their beam 60 ft. & their depth 36 ft., with a registered tonnage of 10,000 tons. The engines are of the triple expansion type, 2 sets in each ship driving twin screws. They will be powerful enough to send the mammoth vessels through the water under favorable conditions at a speed of 16 knots. The calculation is that leaving Liverpool on Thursday, say at 4 p.m., they will arrive at Quebec on the following Thursday evening; allowing for delay in landing steerage passengers at Quebec & a loss of 8 hours during darkness in the river, they will reach Montreal on Friday afternoon, or 8 days from Liverpool. For passengers to Canada this will be really as fast a service as a 20 knot ship to New York, not considering the large additional outlay experienced by those who take that route. Indeed, it may be safely said that when the Bavarian, Tunisian, Parisian & Californian are running, not only will Canadians use their own ships, but they will attract a good share of the Western & Southwestern United States passenger business to the more favored Canadian route.

It is intended, too, that these vessels will be models of excellence of the shipbuilder's craft. The hotel portion of a modern steamer



OUTBOARD DRAWING OF STEAMER BUILDING FOR PRINCE EDWARD ISLAND WINTER SERVICE.

be ready early in June. The length will be 95 ft., breadth 19 ft. & depth of hold 8 ft.; speed 9 knots. The cost will be \$15,100 for hull & engines. Both are being constructed in P.E.I.

#### Dominion Notices to Mariners.

The Department of Marine has issued the following notices:—

No. 29, May 20, Ontario.—Platform buoy south of Duck Islands, Lake Huron.

No. 30, May 20, New Brunswick.—1. Improvements in Jemseg light, St. John River.

2. Improvements in Indian Point range lights, Shiffagan Gulley.

No. 31, May 26, Quebec.—1. Gas buoy on St. Thomas Bank. 2. Uncharted shoal off Ste. Felicite, Nova Scotia. 3. Erratum.

No. 32, June 1, British Columbia.—1. Uncharted dangers off Kinghorn Island, Strait of Georgia. 2. Rocky ledge off Three Islets, east point of Cortes Island. 3. Shark Spit & Channel Rock beacons, Mary Island. 4. Nanaimo Harbor, additional spar buoy. 5. Beacons in Baynes Sound re-erected.

No. 33, June 8, Ontario. Removal of wreck of schooner Ganges, Lake Erie.

No. 34, June 10, Manitoba. 1, Gull Harbor lighthouse. 2, Black Bear Island lighthouse.

at pro rata rate, which is the smallest the insurance syndicates have been willing to grant & which is so small that the owners have never protested against paying it. The extension continues until her arrival at destination, even if it takes 10 days after the nominal time of ending. If she is held up at a way port by ice & compelled to stay there all winter, insurance ceases on her arrival at that point.—Marine Record.

#### Additions to the Allan Line.

The following circular has been issued by the Allan Line:—

The S.S. Bavarian, 10,000 tons, twin screw, was successfully launched from the yards of Denny & Co., Dumbarton, on the Clyde, on May 11. The Bavarian is the largest of 606 vessels built by this firm, and is the 12th built by them for the Allan Line. She is in all respects a duplicate of the S.S. Tunisian, now under construction by another Clyde shipbuilding firm, Alexander Stephens & Son, of Linthouse, near Glasgow. The Bavarian & Tunisian were ordered in Oct., 1897, & their keels were laid down shortly after. Neither time, skill nor money has been spared to produce in these two vessels the finest types of their kind. The specifications for both ves-

has reached a stage of perfection undreamt of "by those who went down to the sea in ships" a quarter of a century ago. The brightest light then was a paraffine candle or an oil lamp. Now thousands of incandescent lights illuminate every part of the ship, even the stoke hole. Then a smoking-room or a bath-room was only found on the best steamers. In these steamers even the steerage passengers are to be provided with smoking-rooms, & the 1st cabin bath-rooms, some of them with needle-bath attachments, & toilet-rooms, with the sumptuously-arranged smoking-rooms, seem as if they were arranged for a nobleman's castle rather than a sea-going vessel, sometimes in legal parlance denominated a "common carrier."

The whole 1st class accommodation of these steamers is arranged on a two-storied steel structure, extending about 180 ft. fore & aft, or say 90 ft. forward & 90 ft. aft, of the exact centre, & the whole width of the vessel, 60 ft. It will thus be seen that the 1st cabin passengers have at once the steadiest and widest part of the ship, & owing to this structure being above the ordinary decks, the cabins will be lighted by large port holes or with oblong windows, giving the possessors of these staterooms a homelike feeling, as well as securing the most ample ventilation. The maximum number of 1st cabin passengers to be carried will be 162,