

was a matter of vital importance, but was a Dominion rather than a provincial matter. However, the Province was willing to do its share in promoting it.

A proposition has been made, according to press reports, for the raising of the wrecked C.P. Navigation Co.'s steamer *Islander*. The proposition is made by Hazard & Stearns, who claim to have invented a new diving machine and wrecking apparatus for enabling divers to work at great depths.

The Puget Sound Steamboat Co. has purchased the Thompson Company's steamers *Majestic*, *Alice Gertrude*, *Garland*, *Lydia Thompson*, *Prosper* and *Evangel*. The P. S. S. Co. was recently reported to be about to have five new steamers built, but it is now contemplated to have only three built.

A. B. Newell, President of the White Pass and Yukon route, recently returned from Whitehorse, and states that by the opening of navigation next season many improvements will have been made on the British Yukon Navigation Co.'s steamers, which the W.P. & Y.R. controls. Increased passenger accommodation is to be provided, and other improvements made.

The Canadian Pacific Navigation Co.'s steamer *Hating* has had the injuries to her hull, received by running ashore, repaired at the Victoria dry dock, and is now at Vancouver to have her internal fittings overhauled. A. Piers, Supt. of C.P.R. steamships, inspected the work being done, on his recent visit to the coast, and says that the *Hating* will be a finer and a faster steamer than ever before.

W. F. Bullen, Manager of the Esquimalt marine railway, says the time is ripe for the establishment of a shipbuilding yard on the Canadian Pacific coast. The demand for all classes of vessels is good, and is likely to increase as time goes on. Eastern investors are, he said, beginning to realize the immense opportunities of Pacific marine commerce, and are becoming financially interested in it.

In connection with the improvement of navigation in the Arrow lakes, B.C., the Dominion Government has entered into a contract with the Polson Ironworks, Toronto, for the building of a small dipper dredge from designs supplied by A. W. Robinson, Montreal. The hull will be built at Nakusp, B.C., of wood, ready to receive the machinery, which will be constructed in Toronto, and shipped west.

The British Columbia Steamship Co. has been incorporated under the B.C. Companies Act to acquire and operate the steamship *Manauense*. The capital is fixed at \$50,000. The *Manauense* is an iron screw steamer, built at Port Glasgow, Scotland, in 1874, and registered at Liverpool, Eng. Her dimensions are: length, 281.1 ft.; breadth, 32.1 ft.; depth, 23.2 ft.; tonnage, gross, 1,672; net, 976. She is fitted with engines of 250 h.p.

The Pacific Coast Steamship Co., Alaska Steamship Co., F. Waterhouse & Co., Pacific Clipper line, Pacific Packing & Navigation Co., North American Transportation & Trading Co., Thompson Steamboat, and La Conner Trading & Transportation Co., operating from Puget Sound ports, are reported to have formed an association for the purpose of advancing their mutual interests and of settling differences that may arise between themselves.

Capt. I. N. Hibbard, Supt. of the Northern Navigation Co.'s Yukon steamers, states that the Co., which is mainly composed of shareholders of the Northern Commercial Co., has 38 steamers plying between St. Michael and Dawson, and owns in all 89 river steamers and barges. Last season about 2,000 people were carried down the river, and 1,500 up the river, while 25,000 tons of freight was moved from St. Michael to points up the river to Dawson.

The Arab Steamship Co., Ltd., has been incorporated under the B.C. Companies' Act, with a capital of \$180,000, to acquire the British steamship *Arab*, of Liverpool, Eng.

She was built in 1879 at Glasgow, for the Union Steamship Co., and sailed between Southampton and Cape Town for a number of years. Her dimensions are: length, 350 ft.; breadth, 40.2 ft.; depth, 23.5 ft.; tonnage, gross, 3,192, net, 1,962. Her engines are of 500 h.p.

The Dawson customs house reports that during the season of navigation of 1901 there was taken in via the Upper Yukon river route 22,597 tons of freight against 20,417 in 1900; and by the lower river route via St. Michael, 13,930 tons against 11,627 tons in 1900. Sixty per cent. of the freight last season was Canadian. The passenger business inwards from Whitehorse was 3,101, and from St. Michael 725; and outwards to Whitehorse 7,727, and to St. Michael 809.

The Washington state courts at Seattle have decided that no action will lie against the C.P. Navigation Co. for damages for loss of life or property on account of the foundering of the *Islander*. All that the survivors can claim is their proportionate share of \$7,560 worth of property, consisting of the freight and passenger receipts for the fatal voyage, and the value of the lifeboats saved from the wreck. Claims aggregating \$230,000 had been filed in the Washington courts by 75 survivors.

The steamer *Bristol*, owned by R. Dunsmuir & Sons, Ltd., and engaged as a collier between their collieries on Vancouver island and Alaskan points, was lost with all hands during the recent gales off the B.C. coast. Under her original name of the *City of Valparaiso*, the *Bristol* was run as a blockade runner in some of the Nicaraguan revolutions in the late '70's. In the early rush to the Klondike the *Bristol* was in the passenger

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