

B.C. and Pacific Coast Marine.

The Alaskan Co.'s steamship *Alaskan*, formerly *Mischief*, owned in British Columbia, went ashore at Cape Mudge recently in a dangerous position.

The boiler of the Hudson Bay Co.'s steamboat *Beaver*, the first steam vessel to trade on the Pacific coast, is to be set up on the esplanade at North Vancouver as a memorial.

During the season of 1907 fifteen schooners were engaged in the Pacific sealing fleet operated from British Columbia ports, the total catch being 5,240 seals, the smallest on record.

The C.P.R. steamship *Kuskanook* ran ashore recently, about 15 miles east of Nelson, but was got off without sustaining material damage. One of the passengers jumped overboard and was drowned.

The lifeboat which the Dominion Government purchased in the U.S., and which was fully described in our Jan. issue, has arrived at Banfield Creek, Vancouver Island, and has been placed in commission.

The Pacific Whaling Co. is arranging for the purchase of a freight steamer to act as a tender to its whaling stations on the coast. It is expected that the vessel will be purchased in England and taken to Vancouver in the spring.

Bernard Purvis and Co., Ltd., has been incorporated under the British Columbia Companies Act, with a capital of \$30,000, to carry on the business of dealers in coal, coke and other fuels; to build, charter, or otherwise acquire and operate steam and other vessels, and to act as carriers by land and water.

The U.S. Lighthouse Board has been asked to establish a fog alarm station on Kellet bluff, at the south-east end of Henry island, near San Juan. Kellet bluff is the nearest land to the boundary line in the Gulf of Georgia, and vessels pass within a short distance of it. A number of casualties have occurred there.

The Queen Charlotte Lumber and Manufacturing Co., Ltd., has been incorporated under the British Columbia Companies Act, with a capital of \$150,000, to carry on the business of lumbermen, and to build, charter, purchase or otherwise acquire and operate steam and other vessels, and to act as general carriers by land and water.

The Provincial Land Development Co., Ltd., has been incorporated under the British Columbia Companies Act, with a capital of \$35,000, to take over, manage, and develop lands in the province, and in connection therewith to construct bridges, roads, wharves, etc., and to build and operate steam and other vessels for the carriage of freight and passengers.

The Boscowitz Steamship Co.'s steamship *Vadso* ran ashore at Cape Lazo, on the east coast of Vancouver Island, Jan. 16, and it was feared she would become a total wreck. This vessel was brought to the Pacific coast subsequent to the wreck of the *Boscowitz* in 1903, and has recently been placed on the Canadian register. The particulars are given in the list of vessels registered in this issue.

The Bayard Timber Co., Ltd., has been incorporated under the British Columbia Companies Act, with a capital of \$250,000, to carry on the business of loggers, timber merchants, etc., and to construct, maintain and operate logging railways, aqueducts, wharves, piers, docks, etc.; to build, charter, purchase or otherwise acquire steam and other vessels, and to carry on the businesses of ship and barge owners, lightermen, forwarding agents, and general carriers by land and water.

The steam yacht building on the Clyde, Scotland, for Hon. J. Dunsmuir, Lieut.-Governor of British Columbia, was expected to be launched Jan. 31. She has twin screws, and is a steel shelter deck type of steamer of 1,000 tons register, her dimensions being: length, 218 ft.; breadth, 32 ft.; depth, 22.9 ft. The engines are to be of the triple expansion type, and capable of giving a speed of 15 knots an hour. Cabin accommodation will be provided for 25 persons, in addition to officers and crew.

The Inner Harbor Association's annual meeting was held at Victoria, Jan. 9, when the report of the work done during the year was discussed. It was remarked that there was only one Government dredge at work on the coast, and as it was almost solely employed in maintaining a clear channel at New Westminster, it was decided to lay all the facts before the Government at an early date. The retiring officers were re-elected for the current year as follows: Chairman, G. A. Kirk; Secretary-Treasurer, T. C. Sorby; Board of Management, Capt. W. Grant, J. A. Sayward, A. J. Bechtel, Capt. Cox and Capt. Troup.

The Puget Sound Navigation Co., the International Steamship Co., and the Straits Steamship Co., subsidiary companies of the Alaska Steamship Co., have been merged, and will in future be operated under one management. The new schedule shows that the *Chippewa* will be operated on the Seattle-Victoria route, the other vessels being operated entirely in U.S. territory. The officers of the new company are: President and General Manager, J. Green; Vice-President, C. E. Peabody; Secretary-Treasurer, C. H. J. Stoltenberg; Assistant General Manager, C. G. Cocker; Superintendent, W. J. Cochrane; Port Engineer, C. F. Bishop.

Arrangements are under consideration for the sale of the North Vancouver ferry service to the corporation at a price of about \$175,000. In the event of the proposition being carried through, it is understood that a new steamer, with a speed of 16 miles an hour, will be ordered, and a schedule of three round trips an hour adopted. The present steamer, *North Vancouver*, will be used as an alternate one, and the *St. George* will be altered and utilized as a freight carrier. The service is operated by the North Vancouver Ferry and Power Co., and a description, with plans of the steamer *North Vancouver*, was given in our April, 1904, issue.

The Union Steamship Co. of British Columbia's new steamship *Cariboo*, which is now nearing completion at Troon, Scotland, is a steel, twin-screw vessel of 1,500 tons, and is specially designed and constructed for the B.C. coasting trade. She is constructed under Lloyd's special survey, and all the requirements of the British Board of Trade and Canadian Steamboat acts. She is divided into four distinct watertight compartments, and the bunkers are so designed that they can be converted into tanks, should it subsequently be decided to utilize oil, instead of coal, as a fuel. The passenger accommodation is arranged as follows: on the boat deck, first-class smoke room, with captain's and chart rooms, and pilot house forward; ladies' music room, aft; also main cabin, 130 ft. long, 40 state-rooms, lavatories, bathrooms, and card-rooms, with purser's quarters; on the main deck, dining saloon to seat 60, with cook's galley, and engineers' quarters, aft; on the orlop deck, accommodation for logger and Indian passengers, with crew's quarters. The principal dimensions are: length, over all, 175 ft.; breadth, 36 ft.; draft, light, 7 ft. 9 ins., loaded, 11 ft. 3 ins.; with triple expansion engines, having a speed of 13 knots an hour.

Northern Navigation Company of Ontario.

Following are extracts from the 9th annual report for 1907 presented at the shareholders' meeting in Toronto Jan. 28:

"Navigation opened on Lake Superior on April 22 and on Georgian Bay on April 29, which was about one week later than in 1906, with fair prospects for the season's business, although we were one passenger steamer short, and had to take the steamer *Majestic* off the Mackinac route, and put her in place of the steamer *Monarch* on the Lake Superior route, which it was thought would materially reduce the gross earnings, and there was a falling off in the passenger business of about \$6,000, but this was overcome by having the new freight steamer *Doric*, and an increase in freight business of about \$33,000, or an actual increase of about \$27,000 in gross earnings, while our total expenses increased about \$20,000, leaving a net increase in earnings of about \$7,000. We are pleased to report that we did not have any serious accidents during the past year.

"In 1906 nine steamers appeared in our balance sheet, valued at \$750,000. In 1907 it shows a fleet of 10 steamers valued at \$905,696. This difference is made by the purchase of the *Doric* and some improvements to the *Ionic*. The gross earnings of the steamers is \$633,870.58, and the expenditure \$492,089.27, leaving a net balance of \$141,781.31, which with the balance at credit of profit and loss account in 1906, dividend on stocks and bonds, and the amount collected for claims written off, makes a total of \$184,489.54. This account was charged during 1907, with claims for 1906, \$6,628.36; interest on overdraft in bank caused by the purchase of the *Doric*, \$2,560; balance of the linen and freight carriers, \$2,000, which closes this account; and written off Soo coal bin and piano account, \$659.98, leaving a balance at credit of profit and loss of \$172,641.20. Out of this amount your directors have appropriated \$1,295 for interest on renewal and insurance funds set aside a year ago; renewal fund, \$26,600; marine insurance fund on Georgian Bay steamers, \$7,000; repairs and maintenance, \$14,550, and dividend at the rate of 8%, \$67,200, which leaves a balance to be carried forward at credit of profit and loss, \$55,996.20. The reserve funds are as follows:

Renewal account	\$ 52,475.00
Marine insurance fund	14,420.00
At credit profit and loss account	55,996.20

A total of

\$122,891.20

"The percentage of expenses to gross earnings, not including claims paid for previous years, are as follows: 1903, 94.16%; 1904, 89.71%; 1905, 80.73%; 1906, 77.73%; 1907, 77.63%.

"The steel steamer *Doric*, formerly *Tadou-sac*, which was purchased to put on the route between Midland, Collingwood, Owen Sound and Lake Superior ports, has proved a valuable acquisition to our fleet, she having taken care of a large amount of freight and shown a very satisfactory profit on the investment. At different times during the past six years outside steamers had to be called into service to take care of the extra tonnage which accrued to the different ports, which indicates the advisability of our considering the acquiring of another freight steamer in the near future.

"Your directors are pleased to report that a satisfactory agreement between this company and the G.T.R. and the G.T. Pacific Ry. Co. has been entered into, covering a period of years from Jan. 1, 1909, whereby the railways agree to deliver to the Northern Navigation Co. their entire passenger and freight lake and rail traffic between Sarnia and Port Arthur, Fort Wil-