

considered by the Vancouver Board of Trade, the customs collectors at Vancouver & Victoria have been communicated with on the subject.

On Jan. 10 there were 13 big sailing ships, 11 British, 1 German & 1 Chilian, on the way to Victoria, 6 with cargo & 7 seeking. The in-bound ships have a total tonnage of 22,285 tons. At the same time last year the total tonnage on the way was 18,218, & in 1897 17,863 tons.

The Big Bend Transportation Co. has been incorporated under the B. C. Companies Act, capital, \$125,250, head office, Revelstoke. Among the objects are the operation of vessels on the Columbia River, carrying on a general transportation business, & the construction of telegraph & telephone lines.

The Vancouver Board of Trade has appointed a committee to secure direct steamship connection with northern ports, so as to get the trade of the Yukon & Atlin Lake for Vancouver. The C.P.R. & other steamship owners in Vancouver are to be approached first & if they will do nothing R. Dunsmuir & Sons & the C. P. Navigation Co. of Victoria are to be applied to.

The committee of the Nelson Board of Trade, which investigated the loss of the str. Ainsworth, which resulted in the death of 9 men, at Crawford Bay, Nov. 29, reported that no blame could be attached to anyone connected with the steamer. They strongly recommended that an investigation into accidents of that character should be undertaken by the Government.

The str. Manauense was recently seized by the Admiralty Marshal at Victoria, at the instance of the mortgagees, R. Williamson & Co., of Workington, Eng., for a claim of \$40,000. The Albion Iron Works, Victoria, has a claim of \$45,000 for recent repairs, and the Esquimalt Marine Ry. claims \$5,000 in the same connection. The Manauense is said to have cost the Red Cross Co., for which she ran from Liverpool to the Brazils, \$375,000. Shortly before she was purchased by Capt. Edwards, who brought her around the Horn to engage in the Alaskan service, the Co. expended \$60,000 in the reconstruction of her engines. W. A. Ward, of Victoria, has been appointed by the court as Receiver for the str.

The Beaver Steamship Line.

Elder, Dempster & Co., of Liverpool, have acquired the Beaver line charter with the in-

tention of reorganizing the company. It will continue under the old name, but will be managed from Liverpool by them, & the Montreal office will continue under the management of D. Campbell. The two Montreal offices of Elder, Dempster & Co. & the Beaver line will be just as separate and distinct as hitherto. The steamers now owned by the Beaver line are the Lake Ontario, Lake Superior & Lake Huron. The Gallia & the Tongario, which have been run by the Beaver line, are the property of McIver Bros. & have only been chartered. Four steamers are in course of construction, & will have saloon accommodation for about 100 to 150 passengers, & good accommodation for intermediate & steerage passengers. These ships will not carry cattle, but will have a dead weight carrying capacity of 6,000 to 7,000 tons of cargo. The speed is to be 16 knots. They expect to have two of the new boats ready for the opening of navigation, & next season's shipping business, as far as the Liverpool trade is concerned, should be the greatest Montreal has ever seen. The probability is that there will be 5 or 6 ships sailing every week for Liverpool, representing a dead weight carrying capacity of 20,000 to 30,000 tons a week. A conservative estimate of what may be exported from Montreal next season is placed at about 350,000 tons a month, or over 10,000 tons a day.

Notices to Mariners.

The Dominion Department of Marine has issued the following notices:—

No. 78, Dec. 10, British Columbia.—Light house on Fiddle Reef.

No. 79, Dec. 12, Nova Scotia.—Buoys in Barrington Passage.

No. 80, Dec. 15, New Brunswick.—Improvement in Shediac North Channel range lights. Newfoundland.—Rocky patch off Peterel Island.

No. 81, Japan.—1. Harbor regulations for open ports. 2. Nindo-Saki light house. 3. Jizo-Saki light house.

No. 82, Dec. 17, British Columbia.—1. New buoy in Sidney Channel. 2. Change in color of east buoy in Sidney Channel. 3. Buoy removed from Shoal off D'Arcy Island.

No. 83, Dec. 21, British Columbia.—1. Buoy on Rosedale Rock. 2. Shoal in Mayor Channel. Japan, 3. Kyoga-mi-Saki light house.

No. 84, Dec. 29, British Columbia.—1. Light house on the Sisters Rocks. 2. Shoals

in Carrington Bay. 3. Disappearance of Maple Bank beacon.

No. 1, Jan. 14, New Brunswick.—Winter arrangements, Quaco buoys.

No. 2, Jan. 19, Nova Scotia.—Halifax pilots.

There Must Be No Modification.

A Washington despatch to a Detroit paper, says: "It can be stated on the highest authority that the Canadian members of the Joint High Commission are stubbornly resisting the efforts of the U. S. commissioners to bring about a modification of the agreement of 1817, concerning the construction of warships on the lakes. The argument has been advanced from the U. S. side that no possible menace to Canadian interests would result should lake ship-builders be permitted to construct light draft gunboats, torpedo boats, etc., with the distinct understanding that they should not receive their armament till they reached tidewater. The Canadian commissioners make no definite reply to these representations, but in a general way deplore any movement calculated to disturb what they style 'the present amicable condition of affairs.' This subject is now being thoroughly canvassed by the commission, and the U. S. members are making a very strong effort to secure the desired end."

Canadian Steamship Co.—A London, Eng., cable of Jan. 19, says:—The long expected issue of stock of the Canadian Steamship Co. is now being made in connection with the inauguration of the Milford Haven-Paspebiac service. The ordinary shares, amounting to £50,000, are not offered to the public, but the 5% debentures, amounting to £200,000, & £100,000 of 6% preference stock, are being offered to the public. The Atlantic & Lake Superior Ry. Co. guarantee the principal & interest, & undertake to provide a half dozen steamers between Milford Haven, Liverpool & Paspebiac.

The Oceanic, which was launched at Belfast, Jan. 14, will be the largest steamship in the world. Her dimensions are: Length, 704 ft.; breadth, 68 ft.; depth, 49½ ft.; gross registered tonnage, 17,040; displacement, 30,100; h. p., 28,000; speed, 21 knots. Her dead weight as she left the ways was 11,300 tons. Her funnels are of such immense diameter that two street cars could pass through them at once.

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