

they have 4 ft. 8 ins. greater beam, the beam of the new boats being 73 ft., against 68 ft. 4 ins., & their molded depth is greater. So large is their midship section that on their maximum draught it is estimated they will displace 33,000 tons. On a maximum draught of 35 ft., the displacement of the Oceanic is estimated at 32,500 tons. The new passenger steamship for the White Star line, which will be launched at Belfast April 4, will be a larger ship than the Oceanic, larger, indeed, than the two New London vessels. Her length is to be 700 ft., or 4 ft. less than that of the Oceanic, but her beam is to reach the unprecedented width of 75 ft., & her estimated maximum displacement will be about 36,000 tons.

A comparison of this beginning-of-the-century vessel with those at the commencement of the last two decades proves at what an astonishing rate the dimensions of the modern steamship are growing. In the commence-

ment of 1881 the longest & the largest steamer in the world was the City of Berlin, now the Meade, of the U.S. army transport service. She is 520 ft. long & her displacement is 8,000 tons. Ten years later, in 1891, the City of Paris, 560 ft. long & about 16,000 tons displacement, was the largest vessel afloat, while in 1901 the largest vessel will have a length of 700 ft. & a displacement of 36,000 tons. It will be noticed that the displacement, which is the true measure of a vessel's size, has doubled during the one decade, & more than doubled during the next. If this rate of increase is kept up, the question arises, What kind of ships will be building when the century is two or three decades old? The dimensions would be so huge that one hesitates to put them down in sober print.

Shuswap & Okanagan.—Gross earnings July 1 to Sep. 30, 1900, \$10,907; expenses, \$6,544.

Under a recent act of the U.S. Congress automobiles using gasoline may be transported on ferryboats or other steam vessels. The act provides that nothing in the revised statutes shall forbid the transportation of these vehicles, provided the flame used in connection with the motive power be extinguished while the vehicles are on the vessel. It is provided, however, that the owner or master of a vessel may legally refuse to transport vehicles containing tanks of gasoline or other explosive liquid, if he is disposed to do so.

NOTICE.

The Canadian Northern Railway Company will apply to have added to its bill before the Parliament of Canada, at its present session, the necessary provisions confirming a contract dated 11th February, 1901, made between the Company and the Government of Manitoba, relating to the lease of certain railways in Manitoba now being operated by the Northern Pacific Railway Company, and providing for the carrying out of such contract and relating to the guarantee by the said Government of certain bonds of the Company, and to other matters, and providing for the acquisition of said railways for the consideration in said lease mentioned. Dated March 7th, 1901.

J. M. SMITH,
Secretary.

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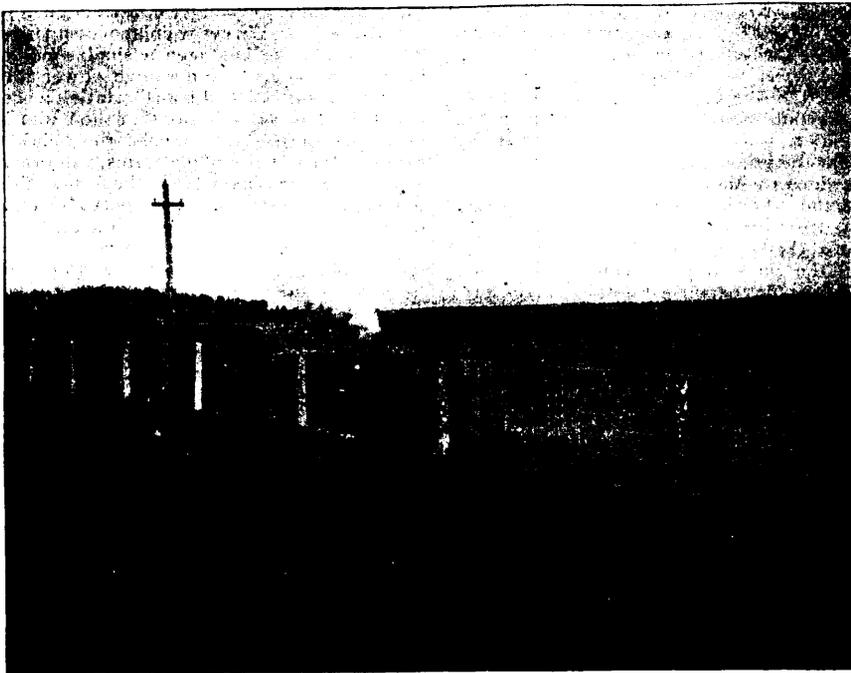
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