

## SHIPPING.

## Dominion Department of Marine.

The annual report of the Department of Marine & Fisheries states that during the year ended June 30, 1897, the expenditure for maintenance of lighthouse & coast service was \$434,895.66, construction, \$10,910.30; while for the previous year the expenditure for the lighthouse & coast service, including construction, was \$466,057.55, showing a decrease of expenditure for the last year of \$20,251.59. The appropriation for this service was \$481,510, the expenditure being \$35,704.04 less. The total number of light-stations, light-ships & fog-alarm stations in the Dominion was 635, lights shown 783; steam-whistles & fog-horns, bells & guns, 83; light-keepers & engineers of fog-alarms with masters of light-ships, 652.

The extended coast line of Canada, the numerous bays, inlets, rivers, lakes, harbors, & other navigable waters require a large number of buoys, which are maintained at an average cost of \$55,000 a year. For the year the service cost \$49,624.19. The cost is increased in years when new contracts are given for steel signal & other coast buoys. The Chief Engineer, in his report relating to buoyage, points out that the Department has been substituting steel coast buoys for wooden buoys, with favorable results. The districts now buoyed, in all parts of the Dominion, number about 300 & the buoys number about 3,000. A contract has been let for the construction of 39 steel can & conical buoys to be distributed to agencies for use as spare buoys & to replace worn-out buoys. The aggregate cost of these will be \$5,192.

The total number of steamboats reported in the several districts in the Dominion is 1,354. Of these 96 are new vessels, as reported by the Chairman of the Board of Steamboat Inspection; the gross tonnage being 224,865.22.

The hydrographic survey of the Great Lakes made good progress, the steamer Bayfield being employed. Mr. Stewart completed the survey of Lake Erie in July, & resumed the survey of Lake Huron. The charts, when completed, will be forwarded to the Admiralty, & with the sheets of the U.S. survey will make a complete chart of the lakes. A chart of the eastern part of the Bay of Quinte, from Kingston to Deseronto, was completed. Hydrographic notes of B. C. waters were forwarded from the master of the steamer Quadra, & were embodied in the Department's notices to mariners.

## A New Maritime Line.

The Manhattan Steamship Co. was incorporated recently, with a capital of \$1,000,000, & headquarters at 11 Broadway, New York. It will operate a service between New York, Maine & the Maritime Provinces. The tourist travel into Maine & the Maritime Provinces has increased to a gigantic figure within the past few years. Contracts have been given for the construction of 3 steel twin screw passenger & freight steamers. The dimensions of these are 260 ft. long by 45 ft. beam. Each contains 2 engines, 22x36x55x28 in. stroke; 6 boilers, 11 ft. 6 in. in diameter by 12 ft. 6 in. long, giving a speed of 17 knots an hour. These steamers are of the best modern construction, with large space devoted to cold storage. The freight accommodation of these new steamers will be ample for all requirements, & in addition a large space has been apportioned for cold storage for the successful transportation of fresh fish, lobsters, fruit & garden truck.

Each steamer will have 126 staterooms of 2 berths each. These rooms will be handsomely fitted up. Many are en suite, & there will also be found several parlor staterooms con-

taining large brass bedsteads & sofas, &, like all the staterooms, luxuriously appointed in delicate tones of ivory & gold. The lavatories & bath rooms will be of the latest sanitary design. The dining-room will be entirely separate from the grand saloon, & will be provided with a series of tables seating 150 persons. The 2 ladies' grand saloons & music halls are to be marvels of beauty & comfort. The men's smoking room will be located on the after part of the saloon deck, with buffet attached. It will be 30x20 ft.

## Activity in Boat Building.

Never in the history of the Pacific Coast has there been such activity among ship-builders & marine inspectors as at present. A great shortage of expert hands is reported. The Victoria Colonist reports that a small-sized fleet is being launched every week at Turpel's. During the first week of March the little stern-wheeler Monte Cristo & the schooner Casco were launched from the yards. Fulton & Crane are having a stern-wheel steamer built for the Stikine. Another boat, 124x22 ft., with light draught & powerful machinery, suitable for all kinds of river work, is being built under direction of Mr. Shray. Capt. Cairn will have a new freight steamer for the Fraser; & Spratt's Ark—a huge, barge-shaped craft—is being prepared for Klondike trade. In the same yards the tugs Hope & Chieftain are being overhauled.

In the Star yards two Yukon stern-wheelers—the Victorian & Columbian—are under way for the Canadian Development Co., to ply between the Hootalingua & Dawson City. A freight steamer for Capt. Grant is also being constructed, & the tramp steamer Commonwealth being repaired.

The new C. P. N. steel vessel, to be fitted with water-tight compartments, is also under way.

## Canadian Pacific Navigation Co.

The C.P.N. Co. is arranging for the shipment of goods direct to Dawson City without touching at a U. S. port, the object being to avoid bonding privileges or other customs arrangements. The navigation of the Stikine River, through the strip of Alaska at the mouth, is by virtue of treaty rights as free to Canadians as to United Statesers. Taking advantage of this, the C.P.N. Co. intends to run a line of small steamers from Port Simpson up the Stikine River. Connection will be made with these steamers by the Co's vessels from Vancouver & Victoria, & Wrangel will not be touched at all. The trade now being built up there will thus be partially diverted to Port Simpson.

It is recalled that several years ago a steamer, the Western Slope, ran from Port Simpson right up the Stikine to the Canadian line, & in 1878, when the U. S. Government began to show a somewhat similar spirit to what it is doing now, of trying to prevent Canadian vessels doing any of the carrying trade, the steamer ran on the Stikine for two seasons. The vessels the C.P.N. intends to utilize include the R. P. Rithet, Yosemite & some others.

Capt. Bernard King, of St. Catharines, Ont., died Mar. 28, aged 82. Following the lakes, as early as 1837 he was on a boat running from the Niagara River to the north shore of Lake Ontario, & during his early years he had under him such well-known mariners as the late Capt. Jas. Norris, the late Capt. S. Neelon, & Capt. Larkin. He sailed several vessels in his early years, & owned a few. He was the first man to take a ship from Lake Ontario to Halifax.

## Port Arthur &amp; Fort William.

The head of Lake Superior is to have better steamboat connection with the East & Duluth this year than ever before in its history.

The C.P.R. Co. will run their three steamers, Alberta, Athabaska & Manitoba, from Owen Sound, giving three sailings each week.

The Beatty Line will run the United Empire & Monarch from Sarnia to Port Arthur, Fort William & Duluth, which will make 3 sailings in two weeks each way.

The Black & White Lines are putting on two steamers, the Majestic & Collingwood, from Collingwood to Port Arthur, Fort William & Duluth, which will give the same service as the Beatty Line.

The mail steamer Hiram R. Dixon, of the Booth Line, will make tri-weekly trips between Duluth & Port Arthur.

The combined sailings will aggregate 6 trips a week each way from Port Arthur & Fort William to Owen Sound, Collingwood & Sarnia, & 6 boats each way between Fort William, Port Arthur & Duluth, or practically a daily boat on both routes.

The steamboat lines have reduced fares during the excursion season, & have largely reduced the immigrant rate for the whole year, so that it is expected steamboat business to Port Arthur & Fort William this year will assume greater proportions than ever before in the history of the Canadian lines.

## Correspondence from Wrangel.

A correspondent writing from Stikine Island, mouth of Stikine River, Mar. 6, said:—“All passengers intending to go up the Stikine have to take a light draft steamer at Wrangel, so as to reach this island, where the tide keeps the lower end free from ice; about half-a-mile up the island the ice can be taken. The first parties to arrive reached here about the middle of January, & since then they have been arriving thicker & faster, until at the present I think I am not far wrong when I say there are at least 1,000 men with outfits on the river between here & the Big Bend, 25 miles up the river, while camped on the island are at least 500 more, & there are about 500 waiting in Wrangel, which number is being augmented each day by the many that are being landed by the steamers, 2 or 3 of which arrive daily. Four steamers arrived here to-day, on one of which was the vanguard of Mackenzie & Mann's party. There is also here Capt. Armstrong's party of 40 men, 70 tons of machinery & supplies. Capt. Armstrong is intending to haul his outfit up the river by steam power. He has an engine & a long steel cable. This cable he will run out ahead, take a snub on some convenient tree, & by steam power haul engine & supplies up to the snubbing point. So that no time may be lost, he intends to travel day & night, & takes an electric light plant for the purpose of illuminating the river ahead at night. He takes the necessary machinery for 3 steamboats on Lake Teslin.”

## The Polson Iron Works.

In addition to the marine and other work mentioned in last month's issue this Toronto firm has the following on hand;

Two Clyde type marine boilers each 11 ft. 4 in. diameter by 12 ft. long, to pass Government inspection for 170 lbs. working pressure. These are for the composite freight steamer now under construction by the Calvin Co'y. at its works at Garden Island, Ont.

Brown automatic engine, 150 h.p., & two 100 h.p. boilers for the Bain Wagon Co., Woodstock, Ont.

One pair Brown automatic cross compound condensing engines for Brandon Electric Light Co.