

CANADIAN-AUSTRALIAN STEAMSHIP LINE.

The Royal Mail service between Canada, Hawaii, Fiji & Australia is performed by the Canadian Australian line steamships: Aorangi, gross tons, 4,000; indicated horse-power, 4,700. Miowera, gross tons, 3,500; indicated horse-power, 4,500. Warrimoo, gross tons, 3,500; indicated horse-power, 4,500. These steamships are built to the requirements of the Board of Trade, & are classified 100 A1. They are fitted with a complete system of water ballast on the double bottom principle, giving great stability & safety, & the hulls being divided into a large number of watertight compartments, they are practically unsinkable. The size & speed of these steamers are such as to assure passengers of every comfort. The vessels of this line give a regular 4 weeks' service from B.C. ports to the Sub-tropics & Antipodes. Their trade has largely developed itself, a most common experience in shipping circles, & one which very truly exemplifies itself in this case as well as in that of the Empress line.

ATHENIAN AND TARTAR.

These two fine vessels, purchased by the C.P.R. last spring for the Northern trade, were a distinct acquisition to the shipping of B.C. At present they are on the China-Japan route—the amount of freight offering at this season, largely in new season's tea, & later in rice, being more than the capacity of the Empress line can handle, a striking proof of the saying that vessels being established on a run have the effect of bringing trade into that channel. It was many times predicted that the Empresses would never find sufficient trade. Today they cannot handle it! Lloyd's Register furnishes the following particulars of the two vessels:

Steamship Athenian, twin-screw steamer, 3 decks; registered A1. Built in 1881 by Aitkins & Mansell, Glasgow, for Union Steamship Co. of England, length, 365 ft.; beam, 45 ft.; depth, 29 ft.; engines 600 h.p., triple expansion; tonnage, 3,782.

Steamship Tartar, iron screw steamer, 3 decks; registered A1; built in 1883 by Aitkins & Mansell, Glasgow, for Union Steamship Co. of England; length, 376.5 ft.; beam, 47.2 ft.; depth, 30.3 ft.; engines, 762 h.p., triple expansion; tonnage, 4,246.

Each of the vessels is fitted with electric light throughout, & has ample & convenient passenger accommodation for all classes of passengers. An idea of their similarity in speed is given in the statement that the Tartar arrived on Apr. 1 from England, having steamed the distance in 51 days, 1 hour, 10 min., while the Athenian arrived Apr. 12, having steamed in 51 days, 5 hours, 56 min., a very close record on such a long voyage.

CANADIAN PACIFIC NAVIGATION CO.

This line commenced business in 1883 in connection with mail contracts between Victoria & inland ports, east & west coast ports of Vancouver Island, & northern coast ports. The fleet at the outset consisted of the steamers Otter, Princess Louise, Enterprise, R. P. Rithet, Western Slope, Yosemite, Wilson G. Hunt, Maud, Reliance, Wm. Irving & the Gertrude, to which was soon added the steamship Sardonyx. A number of steamers have since been built & purchased. The fleet now includes the steamers Yosemite (1050 tons), Princess Louise (544 tons), R. P. Rithet (686 tons), Maud (94 tons), Rainbow (140 tons), Islander (1495 tons), Charmer (496 tons), Danube (561 tons), Transfer (98 tons), Beaver (343 tons), Willapa (245 tons), Tees (330 tons), & Queen City (243 tons).

Steamers leave for Vancouver daily. For New Westminster tri-weekly, connecting there with steamers for upper Fraser River points each trip; for Naas River & intermediate British Columbia ports tri-weekly; for Alas-

kan ports weekly, & for west coast of Vancouver Island ports, four times per month. The Co. owns wharves in Victoria. Its steamers make close connection at Vancouver with the C.P.R. for the east.

ESQUIMALT AND NANAIMO RAILWAY CO.

The Company operates the steamer City of Nanaimo (517 tons), which maintains a passenger & freight service between Victoria & Comox, calling at all islands en route, & at Nanaimo. At Union wharf connection is made with the Union Colliery Co.'s railway to Cumberland, 11 miles distant. The route of the steamer has recently been extended to Texada Island, & if business justifies it, this will continue to be a permanent port of call. Victoria to Texada Island is 173 miles.

This Co. also operates the steamer Joan, (530 tons), plying daily between Nanaimo & Vancouver, furnishing passenger & freight service between these ports.

UNION STEAMSHIP CO. OF B.C.

This Co.'s fleet consists of the Cutch, in the Alaskan & northern B.C. trade, Coquitlam & Comox, in the northern coast trade, Capilano, now engaged with the New England Fish Co. in the halibut fishing of Queen Charlotte Islands; the Senator on the Moodyville & North Vancouver ferry; the Chehalis & Lenora, engaged in coast trade & towing. The success achieved by this Co., especially in developing trade with up-the-coast British Columbia points, is noteworthy, most especially in view of the fact that for a long time the business was irregular & not of large volume, while now it has grown to such proportions that the Coquitlam has been permanently placed on the run in addition to the Comox, which used to handle the business alone.

THE SEALING FLEET.

Victoria is the headquarters of the Canadian sealing fleet. Many of the fleet are now in port, though a number of vessels have already left for the sealing grounds. Sailing schooners are almost exclusively used for this service. They range in size from 50 to 100 tons. The fleet consists of about 50 schooners, & each vessel carries an average of 30 men & 12 canoes. In spring the sealing grounds are along the west coast of Vancouver Island, off the mouth of the Columbia River, & in Santa Barbara Channel, while some of the schooners extend their course to the Japan coast. In the fall the fleet proceeds to Behring Sea & Copper Island. In these waters the spring season is from Jan. 1 to May, & the fall season is from July 1 to Oct. For the Japanese coast the vessels usually leave Victoria in Jan., & return in Oct. The fall season extends from July to Oct. The average catch per season is 1,000 skins for each schooner, & the average value is \$8 a skin.

OTHER LINES.

The str. City of Seattle leaves the C.P.N. wharf in Victoria daily for Puget Sound ports, & the steamer Garland leaves Turner, Beeton & Co.'s wharf tri-weekly for Port Angeles, Port Townsend & Seattle.

The Alberni & Barclay Sound Steamboat Co.'s steamer Willie, sails daily from Alberni on the west coast of Vancouver Island, to Barclay Sound ports.

The steamers of the Pacific Coast Steamship Co., whose fleet includes the first-class passenger steamships Queen, Walla Walla & Umatilla, sail about every 5 days for San Francisco, connecting there with the Co.'s steamer for Southern Californian & Mexican coast ports.

The steamers of the Nippon Yusen Kaisha line, the Riojun Maru, the Kinshiu Maru, & the Yamaguchi Maru, sail monthly to Asiatic ports, this line running in connection with the Great Northern Ry.

The Northern Pacific Steamship Line, con-

sisting of the Tacoma, Victoria, Olympia & Glenogle, also sail monthly for the Orient.

The first-class steamer, Garonne, of the British-American Line, sails northerly for Hilo & Honolulu, Hawaiian Islands, while freight ships sail from Victoria to all parts of the world.

The str. Manauense, Captain Edwards, is a fine vessel brought round the Horn from England last spring, & engaged for some time in the Klondike trade. The owners are making a strong effort to establish a new line to run from B.C. ports to San Francisco direct, with some prospect of success.

The steamer Fastnet, owned in Halifax, is another vessel brought to this coast last spring for the Klondike rush. She was operated last summer in connection with a line of boats on the Yukon, but is now tied up at Victoria & there is some talk of the owners disposing of her.

While the intention in this article is not to go into particulars of the carrying trade, it would be an omission not to mention the extensive fleet engaged regularly in the lumber-carrying trade from British Columbia ports. The increased demand for lumber from many parts of the Orient has caused a big shipping trade to be done & many vessels have come & gone this year.

The str. North Pacific sails from Vancouver for Seattle & Tacoma thrice weekly.

The Washington & Alaska Steamship Co.'s str. City of Seattle sails every 12 days for Wrangel, Juneau, Skagway & Dyea. Speed, 15 knots, with accommodation for 600 passengers—200 1st-class & 400 2nd-class.

The Alaska Steamship Co.'s str. Rosalie & Dirigo, each with a capacity of 250 passengers, sail every week for Wrangel, Juneau, Skagway & Dyea.

The str. Robert Dunsmuir runs regularly from Vancouver to New Westminster & Fraser River points.

Many other small vessels also make regular coasting trips in freight-carrying trade. Among these may be mentioned McKenzie Bros. little fleet of coal & freight-carrying vessels. These are rather light draft & are in some respects unique of their class. Their ability has been amply demonstrated by the fact that they admirably suit the requirements they were built for & are a paying class of vessel.—British Columbia Weekly.

The Charmer has taken the Islander's place on the Victoria-Vancouver run.

Capt. Jno. Irving has retired from the management of the C. P. Navigation Co.

Capt. Mooney is negotiating in Victoria for the building of a steamer for the coast trade.

Capt. Ainsley, a well-known Fraser River captain, died recently, aged 74. He was born in the U.S. & came to New Westminster 41 years ago.

Advices from Australia are to the effect that it is doubtful if some of the Australian colonies will renew the subsidy for the Vancouver mail service which expires next spring.

Work is proceeding steadily on the tug Ymir which the C.P.R. Co. is building at Nelson to handle the barges between Nelson & Kootenay Landing. She will be the most powerful tug on the inland lakes.

The str. Tees has been overhauled at Victoria. A big house has been built on her deck & she has been built over forward, changing her appearance considerably. Her passenger accommodations have been much increased.

Owing to the difficulty experienced in suppressing the wholesale smuggling from Puget Sound, the Dominion Government has decided to establish patrol boats in B.C. waters, with a view of aiding in the checking of the traffic.

The question of U.S. bottoms carrying freight & passengers from Victoria & Nanaimo, destined to other Canadian ports, having been