

ship Co., for \$25,000. This is the outcome of the collision by which the steamer Lloyd S. Porter was sunk near Quebec a short time ago. The Turret Co. alleges that the Porter was out of its course when struck, & seeks to hold the owners of that vessel liable for damages. The latter has already entered suit for \$50,000 against the Turret Co.

#### Yukon Navigation Matters.

Col. J. Domville, M.A., has been removed from the management of the Klondike, Yukon & Stewart Pioneers' Co., & is suing the Co. for damages for alleged wrongful dismissal. When the Managing Director, W. H. T. James, of London, Eng., was in St. John, N.B., recently, Col. Domville had him arrested on the charge of slander.

The Vancouver Board of Trade has passed a resolution condemning the Dominion Government for forwarding its stores to the Yukon in vessels owned in the U.S. & declaring such a policy to be detrimental to the interests of Canadian ship-owners, capitalists & merchants.

The Teslin-Yukon Steam Navigation Co. has given a chattel mortgage for \$2,110.

R. P. McLennan, of Vancouver, who left Dawson early in December, arriving in Vancouver about a month later, says that at Sixty Mile the Yukon River was open, not even a fringe of ice being around the shores. They had to take to the bank, & only made 10 miles daily to Lake Bennett, which was entirely free from ice at the end of Dec., & they sailed across it in a 10-ton barge.

Nagle & Hislop, traders, of Fort Resolution & Fort Rae, have purchased the steamer Sparrow, now in winter quarters at Grand Rapids, Athabasca. They will take her below Smith's Rapids in the spring, & will run her from Smith's Rapids to the Arctic Ocean. She is the best built of all the steamers put on the Athabasca last summer.

It is expected that at least 100 boats will regularly navigate the waters of the Upper Yukon between Lake Bennett & Dawson during the open season this year. The past season was highly profitable to those engaged in the trade. One vessel, the Willie Irving, about 75 ft. long, & utilizing all of the space possible, carrying about 100 passengers on each of the 11 trips which she made, earned about \$100,000.

The steamer Amur has resumed her voyages in the northern trade from Vancouver, calling at Skagway, Wrangel, Juneau & Dyea. She is operated by the Bennett Lake & Klondike Navigation Co.

Six boats will be built at Atlin this spring, 2 of them for the North American Transporta-

tion Co. A company of New Yorkers will build 2 big steamers on Atlin Lake this winter. One will be the Atlin Lake ferry, with speed sufficient to make 12 round trips daily. The other will be taken down the Atlin River & run between Taku & Lake Bennett. A cash deposit has been made on a large timber order, & several gangs of men are cutting ship timbers in the woods. A shipyard is to be established on Atlin Lake. A party will survey the Atlin River to see if a large steamer can safely be taken down.

Advices from Dawson state the chances are excellent that a number of Yukon river steamers will be lost when the ice breaks up in the spring. Some were caught in very unprotected places & can hardly escape being broken up. The Robert Kerr, of the Moran fleet, is stuck fast on a bar 50 miles below Circle City. A crack boat of the Empire line, the Seattle, is reported stuck 12 miles below Circle City. She is on a bar & ice was jammed up all around her. She is almost certain to be wrecked before the winter is over. The Victoria, of the same line, unloaded her cargo of Mounted police supplies at Circle City & started for Dawson light. She was compelled to put back, & is in safe winter quarters at Circle City. The Tacoma stuck on the head of an island 5 miles below Coal Creek. Her crew removed her machinery, which was suggestive of the hopelessness of her position. The Sovereign, owned by Barneson & Chilcoat, had to put back. The John C. Barr, the crack river packet of the N. A. T. & T. Co.'s fleet, is 35 miles below Forty-Mile, in a very unsafe position. The steamer Arnold, of the Alaskan Exploration Co.'s fleet, is 5 miles above the Barr in equally unsafe water.

The Victoria, Bennett & Dawson Transportation Co. has been incorporated.

Capt. Worsnop, who has been agent at Bennett for the Chilcoat Tramway Co., is endeavoring to form a transportation Co. for the Atlin country. He proposes to build 2 screw steamers, each about 60 ft. long, one for Atlin Lake, the other for Surprise Lake. He also proposes to build a tramway of about 2 miles between Taku Arm & Atlin, & another from the outlet of Pine Creek on Atlin, following the course of the creek to where it joins Surprise Lake, a distance of about 20 miles.

The Atlin Transportation Co. is applying for incorporation in British Columbia.

#### British Columbia Shipping.

The proportions which the shipping of B.C. has attained will be gathered from the following particulars. First & most important is the C.P.R. Co.'s Royal Mail Steamship Line be-

tween Vancouver & the Orient. The vessels are the Empresses of India, Japan & China respectively, each being 6,000 gross tons, with indicated horse power of 10,000. They were built by the Naval Construction & Armaments Co., at Barrow-in-Furness, Eng., in 1891. Under contract with the British Government for the mail service, the speed was to be 17½ knots on the measured mile, & 16 knots at sea. The Co. contracted for a speed of eighteen on the measured mile, & 16½ knots on a 400 miles sea trip. On the trial trips a speed of over 19 knots was developed, & the long sea trial was also over speed requirements.

The dimensions of the Empresses are: Length over all, 485 ft.; between perpendiculars, 440; breadth, 51; depth, 36. The hulls are of Siemens-Martin's steel with cellular double bottom throughout; they are subdivided into 14 water-tight compartments; 6 of the water-tight bulkheads are without openings & the remaining 7 have patent rapid-closing water-tight doors. With any 2 compartments open to the sea the ships would still have a large reserve of buoyancy, & are practically unsinkable. The engine room is divided by a longitudinal bulkhead. The cellular double bottom is so arranged as to form a number of compartments, having an aggregate capacity of 800 tons of water ballast, & by means of which the ships can be trimmed to any extent.

The propelling machinery of the Empresses consists of 2 sets of triple expansion engines placed in 2 distinct engine rooms & operating each a separate screw; if it should be necessary to stop one engine, the other is capable of propelling the ship at 12 knots, which gives the Empresses a decided advantage over single screw ships; the Empresses can also be steered by their twin-screws without the rudder. The steam steering gear is the best & strongest made, & is fitted with all the latest improvements, such as hydraulic brakes, etc. The ships are lighted by electricity, & most careful attention has been paid the heating & ventilation of the passenger quarters.

The ports of call are Vancouver, Victoria, Yokohama, Kobe, Shanghai & Hong Kong. Usually the steamers call at Nagasaki, passing through the inland sea of Japan. The steamships take a specified northern course between Vancouver & Yokohama, which is the shortest trans-Pacific route by about 300 miles & avoids the uncertain weather of the "Forty Belt." The voyage is usually made in from 5 to 10 days less time, owing to the superior speed of the Empresses, than by other routes. The service of this line is maintained every 3 weeks in summer & every 4 weeks in winter.

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