

which separates Labrador from the islands of Arctic America. The strait has an average breadth of about 100 miles, but the width in the narrowest part of the channel is not more than 45 miles. The soundings in the strait vary from 900 to 1,800 feet, and it is wonderfully free from shoals or rocks, or any other obstacles which would tend to make the navigation of a narrow channel more than ordinarily dangerous. The Hudson's Bay Company's ships have navigated the bay and straits for the last 250 years. A port on the west shore of Hudson's Bay, at the mouth of the Churchill River, would be nearer to Liverpool, the great mart of the world, than is Montreal or New York, and a railway from Winnipeg or Regina to Hudson's Bay would bring the Northwest 1,000 miles closer to Liverpool than it is at present day via the Great Lakes and Montreal. The Canadian Government is sending a new expedition to the bay for general investigation.

B.C. and Pacific Coast Shipping.

The Puget Sound str. La Conner was burned recently in Burrough's Bay. The total loss will be about \$20,000.

Capt. J. Gosse, of the C.P.R. str. Princess May, has been appointed a member of the board of Nanaimo pilots, succeeding the late Capt. Bendroft.

Capt. Walbran, who recently retired from the command of the Dominion cruiser Quadra, was presented with a silver-mounted walking stick by the members of the crew.

The Dominion Parliament has passed an act incorporating the Columbia River Improvement Co., with power to carry out works for the improvement of navigation on the Columbia river.

The Vancouver str. Saga, built at Gothenburg, Sweden, in 1876, was recently sold by

the sheriff for \$800. The steamer has not been operated for a long time, and will now be broken up.

Vancouver merchants propose guaranteeing \$1,250 a year, for five years, for a steamer service between the city and the northern ports of Vancouver island, in opposition to the present service of the Union Steamship Co.

The North Vancouver Ferry and Power Co. has taken over the ferry service at North Vancouver. The existing steamer will be kept on the service at present, and a new one will be added in 1904. A. St. G. Hamersley is manager.

The stern wheel str. Walsh, built for the C.P.R. service on the Stikine river during the early rush to the Klondike, was burned at Sidney recently. The steamer has recently been engaged in the excursion trade from Spokane, Wash., for U.S. owners.

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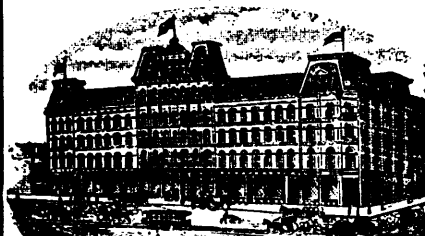
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