

granting the official certificate to carry passengers. The official record shows that the *Druid* was built of iron in 1856 at Glasgow, Scotland, by Todd, McGregor & Co., was re-engined in 1876, and received a new boiler in 1890. She is a screw-steamer, and makes about 10 miles an hour. Her dimensions, according to recent measurements, are: Length, 160 ft.; breadth, 21 ft. 6 in.; depth of hold, 10 ft. 4 in. The number of passengers she will be licensed to carry has not yet been computed. The *Druid* has been renamed by her new owners the *Niagara*, and she has been placed on the Toronto-Youngstown route. The T.N. Co.'s other steamer, the *Canada*, has been placed on the Toronto-Oswego route.

There was launched from the yards of the Polson Iron Works, Toronto, July 6, a steel ferry steamer for the Sault Ste. Marie Ferry Co. The vessel, which was named the *Algoma*, entered the water sideways, instead of stern first, as is the general practice. The *Algoma* is a stoutly-built craft, constructed to class 100 A1, at Lloyd's, and is planned after the pattern of the ice crushers now in service at Sault Ste Marie. The hull and deck frames throughout are of steel, and the lines of the boat are those which experience has proved to be best adapted for withstanding ice and rough winter navigation. When completed the *Algoma* will have three decks, main, promenade, and overhanging shade deck, providing accommodation in all for 600 passengers. Her dimensions are: length, 104 ft.; breadth of hull, 26 ft.; breadth over guards, 33 ft., with a draft aft of 10 ft. The *Algoma* will be driven by a single screw driven by fore and aft compound jet condensing engines of 18 in. and 36 in. diameter by 24 in. stroke. Steam will be supplied by a Scotch boiler 11 ft. diameter by 12 ft. long, and with a working pressure of 160 lbs. The total cost of the *Algoma* will be \$50,000. On her arrival at Sault Ste. Marie the *Algoma* will be placed on the day service between the Canadian and the U.S. side of the river.

British Columbia Shipping.

A judicial order has been made to wind up the Vancouver Coast Line Steamship Co., which operates the str. *Saga*. It is expected that the boat will start running again very soon.

Seattle despatches state that there is a probability of an amalgamation of steamship lines on the coast, the principal lines interested being the Pacific Coast and the Dodwell Co.

The C.P.R. has offered to place the steamship *Empress of India* at the disposal of the Duke and Duchess of Cornwall and York for their trip from Vancouver to Victoria and return.

The keel has recently been laid at Vancouver for the Government cruiser to be built at Wallace's shipyard there. She will be of wood, and will be fitted with engines to steam 12 knots an hour. Her length is 140 ft., with 24 ft. beam. She is to be ready for launching by March 1, 1902.

The Federation Canning Co. has had built at Port Guichon for its service, a tug which has been named *King Edward VII*. Her dimensions are: Length, 67 ft.; breadth, 13 ft. 9 in.; draught, 7 ft. She is to be fitted with 8x16 fore and aft compound engines, having a 14-inch stroke.

The new freighter *Trader*, belonging to Victoria, has been given a trial trip which proved satisfactory. Her dimensions are: Length, 101 ft.; breadth, 22 ft. 6 in.; depth, 8 ft. 2 in. Her engines are fore and aft compound condensing, with 10 and 20 in. cylinders and 16 in. stroke. An auxiliary pump is attached and the hoisting gear is so arranged that it can be worked without interfering

with the running of the main engines. The vessel's gross tonnage is 200 tons, and her register tonnage 150 tons.

The Revelstoke Navigation Co. is building a steamboat 130 ft. long, 24 ft. beam, light draught, with accommodation for passengers and for 30 or 40 tons of freight, to run between Revelstoke and the Big Bend district north of there, which is a promising mining camp. The machinery, which is being built by the Polson Iron Works, Toronto, consists of one pair of stern wheel engines 12x26, with locomotive boiler 60 in. x 21 ft. 6 in., carrying 200 lbs. steam pressure. The officers of the Co. are: President, F. McCarty; Secretary-Treasurer, G. S. McCarter; other directors: T. E. L. Taylor and D. Robinson, all of Revelstoke. (July, pg. 221.)

The B.C. Board of Trade, in its recent annual report, has the following in reference to shipbuilding in the Province: "The lumber trade is suffering from discrimination in freights 1s. 3d. to 2s. 6d. per thousand feet, compared with Puget Sound ports. This discrimination could be overcome by building the necessary vessels in B.C. The vessels being owned here, the freights instead of, as now, being paid to foreign owners, would be circulated in Canada. The men employed in the shipbuilding and as mariners would become a wage-earning and money circulating medium and their families would settle in the Province. The benefits to be derived, directly and indirectly, would be substantial. It is not easy, if at all possible, to obtain capital for such an enterprise under present conditions, hence the necessity for Dominion Government aid. Vessels of 600 to 1,000 tons would suit the trade, and a bonus of, say, \$10 a ton for vessels of 450 tons and upwards built in British Columbia of either iron, steel or wood, would be sufficient inducement during the first five years, afterwards the bonus could be reduced. The main object is to get it started on a firm footing."

Yukon and Northern Navigation.

When the Yukon River broke up the river steamer *City of Paris* was carried by an ice floe from the river into Bering Sea, but managed to get back to port under her own steam.

The Clifford Sifton, a stern-wheel steamer, when coming off the British Yukon Navigation Co.'s slipway at White Horse recently, turned turtle and now lies under water.

The river steamers now make the voyage from Dawson to White Horse in about 68 hours, the best time recorded between the two points. Last year the time required for this trip was four days.

J. F. Lee, Traffic Manager of the White Pass and Yukon Ry., says that there was 3,500 tons of freight at White Horse, for shipment to Dawson, when he came through on his way to Vancouver recently.

S. F. McMichael, Chief Customs Inspector, has gone to the Yukon for a three months' trip, and while there will investigate the seizure of a U.S. steamer at Dawson City by the Collector of Customs there. The seizure was made on behalf of a number of the crew who had claims against the boat for wages.

The White Pass and Yukon Ry. purposes putting on a fleet of freight steamers to work in connection with its railway to handle freight consigned to Dawson from Skagway, at rates which will enable Skagway merchants to supply Circle City, Eagle and other U.S. mining camps below Dawson. The haul from Skagway to Dawson by this line will be 575 miles by rail and boat.

The Yukon river traffic is practically controlled by the British Yukon Navigation Co., and it is worked in harmony with the White

Pass and Yukon Railway. Three new boats have been added to the river fleet this season, and two others bought, making a total of 20 vessels; yet, says Faith Fenton, it is anticipated that it will take them all to handle the freight from White Pass to Dawson during the season, so great is the quantity.

Switzerland has devised a practical method of putting an end to frequent disputes with regard to the ages of children. The steamboat authorities have decided that in every case where doubt may arise the child must be measured. All children under 2 ft. in height are to have free passage; those between 2 and 4 ft. are to pay half fares, and full fare will be charged for all over 4 ft. in height.

A new trans-Pacific record has been made by the C.P.R. steamship *Empress of China*, which arrived at the quarantine station at Victoria, July 3. She made the run from Yokohama, 4,300 miles, in nine days and 18 hours. The high speed necessitated the burning of 140 tons of coal a day on the trip, as against 90 tons, the ordinary daily fuel consumption. The best previous time made by a C.P.R. liner was 10 days and 14 hours by the *Empress of Japan* in 1897.

Masters in the trans-Atlantic trade are invariably courteous to their passengers, but when one of them was asked to steer the ship over towards the horizon so that a lady could see what it was like at a near view, he condescended to collapse. Another master hauled his steamer well in shore in the Gulf of St. Lawrence to give a better view of a stranded steamer belonging to a rival line. A lady insisted upon knowing what put her there, and the captain replied without the faintest shadow of a smile on his weather-beaten countenance, "The propeller, madam, the propeller."

Among the Express Companies.

Jas. Bryce, Vice-President and Manager of the Canadian Ex. Co., sailed on July 27 for England.

The Northern Pacific Ex. Co. has extended its service on the Minnesota & International Ry., running from Brainerd, Minn., north.

In our last issue, in a paragraph about the recent visit of W. S. Stout, Vice-President and General Manager of the Dominion Express Co., to the Argentine Republic a sentence read: "The object of his visit has not transpired, but we are informed it was on express business." It should have read: "It was not on express business."

A recent telegram from Winnipeg stated that the American Ex. Co. had decided to withdraw from Manitoba on Sept. 1 in consequence of the transfer of the Northern Pacific Ry. lines to the Canadian Northern Ry. As a matter of fact the American Ex. Co. has not operated in Manitoba for years, the express business over the N.P. lines having been carried on by the Northern Pacific Ex. Co. No change has so far been made in this respect. The Dominion Ex. Co. operates on Canadian Northern trains between Winnipeg and War Road, Minn., and between Portage la Prairie and Erwood, Sask.

Telegraph and Cable Matters.

On the main line of Dominion Government Telegraph from Ashcroft, B.C., to Dawson, Yukon, J. B. Charleson, superintendent of construction, said on July 12 that only 50 miles had to be completed, and that the work would be finished about Aug. 1.

It was recently stated that the S.S. *Lake Champlain* had reported her position by wireless telegraphy to Cape Race, Newfoundland, when 300 miles out at sea. The only founda-