

British Columbia Shipping.

The E. & N. Ry. Co.'s str. City of Nanaimo has been overhauled & greatly improved.

The C.P.N. Co. has put the str. Transfer on the Vancouver & Steveston run for the summer.

The C.P.R. str. Athenian reached Vancouver July 18 from the Orient, after her second trip across the Pacific.

The Upper Columbia River Navigation Co.'s str. Duchess has been a good deal impeded lately by logs in the river.

The Union Canneries, Ltd., has been incorporated under the B.C. Companies Act, capital \$5,000, head office, Vancouver, to acquire & operate the str. Lapwing.

The freight steamer Clansman has been completed for McKenzie Bros., Vancouver, to operate in connection with the strs. Fingal & Staffa. She is about 100 ft. long over all.

The ferry service between New Westminster & South Westminster has been resumed by the str. Surrey, which has had her hull reconstructed & her machinery & fire pumps overhauled.

It is said the following lights will be erected this year:—Lighthouses on (1) Start Point, Laura Pass, Fitzhugh Sound; (2) Lawyer's Island, Chatham Sound, or Green Top Island, Chatham Sound; (3) Ballanac Islands; Pole Light on Turn Point, Seaforth Channel.

The str. Glenora, which was built in Tacoma for the Stikine River route, has been bought by New Westminster parties to ply between there & Chilliwack & other points. She is an up-to-date river boat, 126 ft. long, with a 28-ft. beam, & draught of 5 ft. She is fitted with powerful engines with a 6-ft. stroke, the steam being generated in 2 boilers, each of which gives a pressure of 175 lbs. The Glenora replaces the Gladys, which was burned at her wharf in the great fire.

The coal supply service between Union, Vancouver Island, & Vancouver is now being performed by the big barge transfer no. 1 & the tug Czar. They carry coal principally for the G.P.R., which has built large bunkers near the roundhouse on False Creek. The transfer carries 12 cars of coal across the Gulf each trip. The cars are run along the C.P.R. tracks, from the slip at the western end of the docks, to the roundhouse, dumped into the bunkers & brought back to go back on the barge again on the return trip.

Seal fishing in the north Pacific is picking up, according to reports from Japan. A few years ago the business became so bad that Canadian vessels were no longer fitted out for the seal trade, & the Japanese became prac-

tically the only sealers in the far northwest. This year their catches are said to be something wonderful, breaking all previous records for the country, & so it is likely that next season the Canadian fleets will again be in evidence. One Japanese vessel came to harbor recently with 840 skins, another with 375, while three others had about 600 between them. Recently it was rare for 200 to be caught during a season, but this number is now the rule rather than the exception.—Victoria Times.

The Canadian Pacific Navigation Co. has offered to have built & place upon the line between Victoria & Vancouver a steamer with all modern appliances, & first-class in every respect, which will be capable of making the trip between Victoria & Vancouver, either way, under ordinary circumstances, in 4 hours or under. This the Co. states would require a steamer costing not less than \$400,000, & the time required to procure such a vessel under existing circumstances would be 18 months, at least. The Co. cannot undertake this expense unless it receives financial assistance, & proposes that the city of Victoria give a bonus of \$25,000 a year for 10 years. It is proposed to build the steamer in Great Britain. She will be a side wheeler, somewhat similar to the English Channel boats.

Early on the morning of July 12 a fire broke out in the river steamer Nahleen, on Turples' ways at Victoria, & rapidly spreading to the adjacent str. Louise and the tug Badger, destroyed the three. The fire started in the engine-room of the Nahleen. She was 336 tons register, 143 ft. long & 23 feet beam. She was built in Victoria last year, being intended for the Stikine River route, but after making one trip was laid up for lack of business. She had recently been thoroughly overhauled, renovated & strengthened, & was to have started at once for Dawson via St. Michael, under her own steam, convoyed by the Amur. The intention was to run the Nahleen between Dawson & White Horse Rapids in conjunction with the boats of the Bennett Lake & Klondike Navigation Co. The Louise ran on the Stikine last year & was an old boat. The burned vessels were partially insured, the loss to the Klondike Mining, Trading & Transportation Co. over & above the insurance being estimated at \$15,000.

Dominion Notices to Mariners.

The Department of Marine has issued the following notices:—

No. 38, June 19, Quebec.—Change in buoyage between Lake St. Peter & Varennes.

No. 39, June 23, Ontario.—1. New buoy in western approach to Kingston. 2. Proposed change in position of Snake Island shoal light-

house. 3. Amended description of Corunna range light buildings. 4. Hand fog-horn at Port Arthur.

No. 41, June 21, Ontario.—Platform buoy south of Bear's Rump Island, Georgian Bay.

No. 42, June 23, Quebec.—1. Semaphore at St. Jean des Chailons blown down. 2. Period of occultation St. Thomas bank gas buoy.

No. 43, July 1, Quebec.—List of ship channel buoys.

No. 44, July 3, New Brunswick.—Improvements in Green Head & Sand Point lights, St. John River.

No. 45, July 7, Quebec.—Upper Traverse pier

No. 46, July 12, Prince Edward Island.—Change in Cascumpec harbor lights, Newfoundland, Channel head & Port-aux-Basques.

The S.S. Baltic Insurance Case.

As this case has been finally decided, it may be of interest to review it. The S.S. Baltic, originally the Frances Smith, was owned by the Great Northern Transit Co., of Collingwood. There were originally seven insurance companies which had issued policies on the Baltic; but one of these, the Guardian, paid the amount of its policy before action was brought, and another, the Alliance, made a settlement which was satisfactory to the plaintiff after judgment had been given in the Court of Appeal. The companies which continued the contest were the Commercial Union, the London Assurance, the Atlas, the Waterloo Mutual, the National of Ireland, & the Keystone. The Baltic had been running on the Upper Lakes for a number of years, & was always in commission until the close of the season of navigation in 1893, having been employed during the latter part of that season in running to Chicago during the World's Fair. By the following year the G. N. T. Co. had completed another steamer, the Majestic, to compete with the City of Collingwood, which had been built by the rival line. It was found, therefore, unnecessary to use the Baltic, nor did the traffic in subsequent years justify her being put into commission again, although, as was said by Judge MacLennan in the Court of Appeal, she was a vessel capable of being put in use as a passenger & freight steamer whenever required. These facts must have been well

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