

Transportation Co.'s steamers sailing between Sarnia, Fort William and Duluth handling the Canadian business.

The Northwest Transportation Co.'s new steamer *Huronic*, now being completed at Collingwood, is the largest lake boat ever built in Canada. She is intended for the Co.'s passenger and package freight service, and was built under the Bureau Veritas survey, being placed in the highest class. At with a star for 20 years. The *Huronic* is built of open hearth steel throughout, her dimensions being: length 325 ft. over all, 308 ft. between perpendiculars; breadth, 43 ft.; depth 27 ft. moulded. The hull is divided into seven watertight compartments by six bulkheads, and is provided with water ballast tanks having a capacity of 800 tons. Accommodation is provided for 250 cabin, in addition to a large number of steerage passengers. The lower hold has a capacity for 80,000 bush. of wheat, and 700 tons of package freight can be carried on the main deck. The *Huronic* is to be propelled by a single screw, the engine being triple expansion, 26, 42 and 70 in. cylinders with a piston stroke of 42 ins., to which steam is supplied from 4 Scotch boilers 12½ ft. in diameter and 12 ft. long, at a pressure of 175 lbs. a square inch. She is expected to have a speed of 15 miles an hour in any weather, and to make 20 miles an hour under favorable conditions. The cost will be about \$300,000.

Manitoba Shipping Matters.

The Northwest Fish Co., Ltd., has been incorporated under the Manitoba Companies' Act, with a capital of \$18,000, and head office at Winnipegosis. It is among other things empowered to own and operate steamboats.

W. J. Stewart, C.E., who has been at work all summer on a topographical survey through Lake Winnipeg, has completed all the work that can be done at the lake this year. He has been getting information for the making of a Dominion Government chart of the shoals and depths of the waters along the coast. The undertaking is a necessary one, when it is known that no insurance can be secured for boats navigating there, owing to the dangers that beset the navigators. As the shipping on this lake will increase every year, and as it is now of no mean proportions, the survey will be of great benefit. The Government has voted about \$10,000 for the work, which will take about three years to complete.

Pacific Coast Shipping.

The B.C. Marine Ry. Co. is increasing its plant for ship repairing and ship building at Esquimalt.

Some information about the White Pass and Yukon Ry.'s steamers will be found in the report of the annual meeting of that Co. on pg. 327.

The cruiser recently built at Victoria, B.C., for the Dominion Government, was given a trial trip Oct. 11, and maintained a speed of 8 miles an hour.

Capt. Wallace and W. Haywood, who own and operate the steamer *Defiance* between Victoria and Howe Sound, have contracted for the building of a 15 knot steamer for the coast route.

Tenders have been invited by the Dominion Government for the erection of an improved lighthouse at Brocton point, Vancouver. The new building will be 34 ft. square, two stories high, with a tower for the light.

The Victoria and Sidney Ry. Co. has been operating the steamer *Iroquois* between Victoria, B.C., and the Gulf islands for some time. Now the Esquimalt and Nanaimo Ry.

Co. has put the *Thistle* on the same route, and the rates have been cut down one-half.

A navigable channel from Chatham sound into the Skeena river has been surveyed and buoyed by the Dominion cruiser *Quadra*. A low water depth of 2¼ to 13 fathoms exists, while the rise and fall of the tide is 21 ft.

The White Pass and Yukon Ry. is reported to be experimenting with California oil as fuel on its Yukon steamships plying between Whitehorse and Dawson. Oil costs 30c. a barrel at Bakersfield, Cal., and laid down at Dawson its cost is about 50% less than that of wood at \$5 a cord.

It is reported from Seattle that about 20 of the passengers on the *Islander* have entered suit in the U.S. court at that place against the Canadian Pacific Navigation Co. for loss of property and injury to health, while the relatives of passengers who were drowned are seeking damages for loss of life.

The Upper Yukon steamers are cutting rates, and the independent lines from Dawson to Whitehorse are quoting \$30 first-class and \$20 second-class. The White Pass & Yukon Ry. is giving an equally low rate for local traffic and cutting the rate for through traffic from Dawson on its railway from Whitehorse to Skagway.

The Dominion Department of Public Works is constructing 4,000 ft. of dams to confine the water at the head of Lake la Barge in one deep channel, removing one of the fingers at Five Fingers, and clearing some boulders from the Thirty Mile river, on the Upper Yukon. Superintendent Tache is in charge of the work.

The steamer formerly known as the J. R. McDonald has been rebuilt at Vancouver, and has been renamed by the Union Steamship Co. as the *Cassiar*. Her measurements now are: length, 127 ft.; beam, 28 ft. 8 in.; draught, 8 ft. 10 in. The *Cassiar* has a speed of 12 miles an hour; she will be put on the route between Vancouver and Port Neville.

The Alaska Steamship Association, which comprises in its ranks representatives of the various transportation companies having lines to Alaska from Victoria, Vancouver and Seattle, has been revived. It has decided to maintain present passenger and freight tariffs; that Canadian boats shall handle business of Canadian origin, and U.S. lines U.S. business and to discontinue the business of "absorbing the local fare."

The C.P.R. Co., as will be seen by reference to the report of the annual meeting on pg. 321, proposes to have built a steamship somewhat similar in style and arrangements to the *Empress* steamships now engaged in the trans-Pacific trade, but not of larger size, and of greater speed and cost. A. Piers, the Co.'s Superintendent of Steamships, will make a trip to Japan and China at an early date, after which he will probably go to Great Britain and arrange for the construction of the additional vessel.

A contract has been placed at Victoria, B.C., by the Imperial Government for the construction of two twin-screw steam launches for the submarine mining service at Esquimalt. The launches will each be 50 ft. in length, 13 ft. beam, and 5 ft. 9 in. depth. The engines will be of the fore and aft compound type, to which steam will be supplied by a Scotch boiler tested to 240 lbs. to the square inch. The launches are to be flush decked, and fitted with derricks for handling submarine mines, etc. The contract calls for delivery in nine months.

Three-fourths of the Upper Yukon steamers will tie up at Whitehorse, where several went into winter quarters towards the end of September. The British Yukon Navigation Co. operates a majority of the vessels, the management of which recently announced

that every steamer of the fleet would probably be tied up for the winter by Oct. 15th. Several of the Co.'s steamers will go into winter quarters at Dawson, as also a large number of the Lower Yukon fleet. Below Dawson, however, one or more steamers will tie up at practically every landing between Dawson and the mouth of the river. There are fully 75 vessels on the Yukon and its head-waters.

The Canadian Pacific Navigation Co.'s steamer *Hating*, which was only purchased and refitted for the Skagway service in June, ran on the rocks at the north end of Jervis island, 49 miles north of Vancouver on Oct. 12 at 2 p.m. The 175 passengers and the crew were all saved. The *Hating* was steaming at half-speed through the channel, which is very narrow, owing to a heavy fog. A survey showed the vessel was lying easily, and that the principal injury was a 6 ft. hole in the bow. The hole was stopped with canvas and cement, and the *Hating* was towed off, and proceeded to Vancouver under her own steam. She has been dry-docked for repairs, and the Co.'s officials say she will be on the run again by the end of Nov.

A list of the steamships comprising the Canadian Pacific Navigation Co.'s fleet, which are now controlled by the C.P.R. Co., is given in the report of the proceedings of the annual meeting of the latter Co., on pg. 321, with particulars as to the place and date of building, dimensions and tonnage. As stated in the annual report, the C.P.R. Co. paid \$531,000 for the property. At the annual meeting the directors were empowered to secure a screw steamship for the north Pacific coast trade of about 290 ft. in length, about 40 ft. breadth, and with a depth of about 23 ft. and a gross tonnage of about 1,800 tons, somewhat similar in style and arrangement to the Co.'s upper lake steamship *Manitoba*. Power was also given to secure a steel steamer about 250 ft. long, about 38 ft. beam, depth 15 ft., gross tonnage about 1,500 tons, somewhat similar in style to the steamship *Charmer*, now on the Vancouver-Victoria run, the new steamship to be placed on that run instead of the *Charmer*.

An investigation into the wreck of the C. P.N. Co.'s steamer *Islander* has been conducted at Victoria, B.C., by Captain Gaudin, local agent of the Department of Marine, with J. A. Thomson and J. G. Cox as assessors. They made a very minute investigation into the affair, and on Oct. 23 gave their decision, holding Pilot Leblanc open to censure for keeping the ship at full speed at the rate of nearly 14 knots an hour, after having seen floating ice 10 minutes before the accident. They also condemn the custom, apparently in vogue in coast waters, of leaving the bridge of any steamer at night, and especially a passenger steamer, in charge of only one officer. They also found that there was no proof that the loss of the *Islander* was due to interference by the master or officers. The master did not seem to realize the imminent danger in which the accident placed the ship; hence the lack of prompt and resolute means in arousing the crew and passengers, and placing the proper number of passengers in each boat, and the rush to the boats prevented the saving of many lives. Due praise is given the officers and crew who remained by the ship, and reference is made to the unpardonable lack of appreciation of existing danger to their fellow-passengers shown by those in the boats. While admitting that the vessel was generally navigated in a careful manner, it is remarked that no special instructions were issued by the captain to the pilot relating to the navigation in floating ice.

The directors of the R. & O. Navigation Co. have under consideration plans for several additions to their fleet, one being for a new boat to run between Prescott and Montreal.