

SHIPPING MATTERS.

Government Steamer for Halifax District.

The Minister of Marine and Fisheries invites tenders, to be sent in by May 16, for the construction of a twin-screw steamer for the Atlantic coast service, which includes buoy, lighthouse and cable work. The specifications call for the delivery of the vessel within 10 months after the acceptance of the tender. She is to be a twin-screw, steel steamship, to be built under Lloyd's special survey to class 100 A1. Her dimensions will be: length of keel, 210 ft.; breadth, moulded, 34 ft.; depth, moulded, 18 ft. She will be built with a double bottom extending her whole length, except under the water ballast tanks, of which there will be two; and the well under the boiler. The ballast tanks will have longitudinal mid-ship partitions for trimming. Six bulkheads are to be provided, thus dividing the hull into eight watertight compartments, and with the double bottom making her practically unsinkable.

In the engine-room will be two sets of direct acting surface condensing tri-compound engines, with three inverted cylinders over crank shaft, to be of sufficient power to maintain a speed of 14 knots an hour at sea in ordinary weather. Steam will be provided by two single-ended cylindrical return tubular boilers to supply steam continuously at 180 lbs. pressure, but tested with cold water to twice the working pressure. The latest system for hot air forced draught to be fitted.

Steam and hand steering gear is to be provided; the latest improved steering engine being specified. This will be fitted in the chart-room, underneath the pilot house, with wheel in the pilot house; the hand steering gear will be placed aft.

On the main deck will be constructed two deckhouses, in the forward one of which will be four staterooms for the engineers, and the chartroom, while the after one will contain the superintendent's state-room and office. The bridge with officers' lookout and pilot-house will be built over the forward deck-house. From the bridge electrical communication will be had with the engine-room, a telegraph being placed in the pilot-house, and on the bridge. There will also be a voice pipe from the pilot-house to the engine-room, to the commander's cabin, to the fo'castle head and the crew's nest; while the chief engineer will have voice tube communication with the engineer in charge from his state-room. A spiral compass in binnacle will be provided in the pilot-house; a light card binnacle compass will be placed at the aft wheel, and a spring stay compass will also be provided.

The officers and petty officers will be quartered in the poop, where also will be two messrooms, galley, and various storerooms, while separate accommodation will be found for 12 seamen and 12 firemen under the top-gallant fo'castle deck.

Electric light is to be provided throughout, a plant capable of supplying 150 sixteen candle power incandescent lights, and one large search light, which will be fitted on the top of the pilot-house, being specified for.

The vessel will be supplied with four boats, one being a steam launch 28 ft. long, 8 ft. beam, and capable of steaming 8 knots an hour. The others are to be: the captain's gig, one compressed steel, and one ordinary lifeboat.

Two pole masts are specified, the forward one to be of steel, and to be fitted for hoisting purposes, the derrick on the after side being sufficient to hoist 12 tons. Two steam winches are also to be provided, capable of lifting 12 tons.

As the vessel is to be used for cable repairing and laying, she will have a special cable

tank, and an over-hang stem, provided with a cable-wheel over the stemhead, and a small wheel fitted to each bow for hauling in and paying out the cable.

Canadian Pacific Navigation Co.

Since the acquisition of this Co. by the C. P.R. Co., its organization has been changed as follows:—Chairman, J. A. Thomson, formerly Manager of the C.P.N. Co.; other directors, R. Marpole and G. McL. Brown, of the C.P.R., H. Abbott, formerly of the C. P.R.; Manager, Capt. J. W. Troup; Secretary-Treasurer, F. W. Vincent. Capt. Troup will make his headquarters at Victoria.

Some changes are being made in the local offices. The freight and passenger departments are to be removed from Victoria to Vancouver, the freight business being merged into the department of F. W. Peters, A.G.F. A., of the C.P.R., at Vancouver, and the passenger business will be merged into the department of E. J. Coyle, A.G.P.A., of the C.P.R., at Vancouver. The offices on Wharf st., Victoria, will be the headquarters of Capt. Troup, F. W. Vincent, G. A. Carleton and others, who will form the operating staff of the Co. B. W. Greer, local agent of the C.P.R. at Victoria, will also be the local agent of the C.P.N. Co., C. S. Baxter, General Passenger Agent, severing his connection with the Co. to enter business for himself.

These appointments are announced: Capt. Hughes, formerly of the str. Queen City, to command the Tees; Capt. J. Townsend, formerly in charge of the West Coast steamer, to command the Queen City; Capt. Gosse, formerly in charge of the Tees, will, it is said, be appointed pilot of the Vancouver-Victoria steamer.

In a recent interview Capt. Troup said many improvements would be made in the service. The improvements to the Lynn Canal route are to be begun at once. The str. Islander will be placed on the Skagway route at once, and will be run on a 10 day schedule. She will be run as a fast passenger steamer, leaving Victoria every 10 days for the North, and sailing from Skagway for Victoria every 10 days. The str. Amur is to be run in connection with the Islander, sailing every 10 days on a similar schedule, alternating with that of the Islander, which will give a five day service—a steamer going and coming every five days on regular time. New steamers are to be secured for this route, but negotiations for their purchase have not been completed. It is the aim of the Co. not to hurry the purchase, in order that the steamers secured will be the best that can be obtained for the service, and they will be the fastest and best of all on the route, so as to get the business. Capt. Troup said he had been up and down the Atlantic coast and elsewhere looking at many steamers, but no vessels had been secured that came up to the requirements. The other steamers now in the northern service will continue as at present, but the Islander and Amur are to be the passenger liners.

The Charmer will continue on the Vancouver route for the present, on the same time as she now runs; in fact, from what can be learned, the daylight service of the Islander leaving Victoria outer wharf at 7 a.m. did not seem to meet with favor. When the run can be made in four hours, then of course a daylight service will be the popular one. It is the Co.'s intention to improve this, as well as the other services, but as yet there is nothing to announce. The service will be made as convenient as possible, and keep the train connections.

Since the above was put in type a Montreal despatch says the Co. has bought the steamer Hatling from C. Morty, of Hong Kong, for the Victoria-Skagway route. She is a 1,400-ton vessel, 250 ft. long, speed 16 knots.

The Lakeside Navigation Co.

This Co. has been acquired by J. W. Flavelle, Z. A. Lash, K.C., and J. H. Plummer of Toronto, who are associated with the New Yorkers who own the Niagara, St. Catharines and Toronto Ry. With the franchise of the Co. passes the ownership of the str. Lakeside, which it is intended to run in connection with the str. Garden City, which has also been purchased by the same gentlemen, between Toronto and Port Dalhousie, as part of the Co.'s route to Niagara Falls and Buffalo, full particulars of which were given in an earlier part of this issue.

The Lakeside Navigation Co. was organized by Hiram Walker & Sons, of Walkerville, for the purpose of acquiring and operating the str. Lakeside. Messrs. Walker were practically the sole owners, the other shareholders being the officers who each held a small interest. The steamer was run for about four years on Lake Erie, and was in 1892 transferred to Lake Ontario, being put on the Toronto-St. Catharines route. W. G. Thurston, of Toronto, was at that time acting as solicitor for the Co. and for some years was purchasing stock, until 1897, when he, Mr. Hamlin and Captain Wigle, had secured a controlling interest. Soon after the Lakeside was put on the St. Catharines route, the Empress of India and the Garden City commenced competing for traffic. The owners of the three boats decided to pool their receipts, but this agreement was broken up in 1894 or 1895, when a war of rates began. The Garden City was the first to give in, and the Empress of India retired in 1898, leaving the Lakeside in possession. In the following summer a second steamer—the Lincoln—was put on the route, and a full service was maintained during 1899 and 1900.

The Lincoln, at the time of her purchase by Messrs. Thurston & Hamlin, was known as the Greyhound, and was renamed after Lincoln county. The Greyhound was built by Mr. Simpson for the Oakville route, but passed into the hands of the Messrs. Gooderham, who ran her to Oakville for some time. The new owners chartered her to the Lakeside Navigation Co., to run in conjunction with the Lakeside, and she does not pass to the new owners of the Lakeside, but remains the property of Messrs. Hamlin & Thurston, who have chartered her for one year to the International Navigation Co. for its Chippewa-Buffalo route.

The screw-steamer Lakeside, was built at Windsor, Ont., in 1888. Her dimensions are: length, 121 ft.; breadth, 26 ft.; depth, 9 ft. 3 ins.; tonnage, gross, 348; register, 220.

The side-wheel steamer Garden City, which has been sold by T. Nihan, of St. Catharines, to run in connection with the N.S.C. and T. Ry., was built in Toronto in 1892. Her dimensions are: length, 177 ft. 9 ins.; breadth, 26 ft. 1 in.; depth, 10 ft.; tonnage, gross, 637; register, 401.

The steamer Lincoln, originally the Greyhound, propeller, was built at Hamilton in 1888. Her dimensions are: length, 130 ft.; breadth, 25 ft. 2 in.; depth, 9 ft.; tonnage, gross, 337; register, 219.

A daily press report recently stated that the American Shipbuilding Co. of Cleveland intended establishing a shipbuilding yard on the St. Lawrence, near Montreal. The Co. informs us that it has no intention whatever, at the present time, of establishing, or building, or having anything to do with a shipyard in the Dominion.

The British Yukon Navigation Co. (Ltd.) has been incorporated under the British Columbia Companies' Act with a capital of \$100,000, with power among other things to acquire and operate vessels.