

ing daily trips, and during July and August the Britannic will make three trips a week between Parry Sound and Killarney. The Northwest Transportation Co.'s steamers, United Empire and Monarch, will be on the route between Sarnia, Port Arthur, Fort William and Duluth, as last year. The new str. Huronic will be placed on the service early in the season. These vessels will make connection with the Canadian Northern Ry., and will carry package freight for that Co.

The following vessels will form the fleet of the Algoma Central and Hudson Bay Ry. Co. on the upper lakes this year: Passenger steamers—Minnie M., Ossifrage, and King Edward; freight steamers—Pretoria, 4,000 tons; Matanzas, 3,600 tons; Rappahannock, 3,500 tons; Sacramento, 3,500 tons; Paliki, 2,300 tons; Monkshaven, 2,300 tons; Leafield, 2,300 tons; Theano, 2,300 tons; schooners—J. J. Barlum, 2,000 tons; and H. A. Barr, 1,700 tons. The Minnie M. will be on the run between Sault Ste. Marie and Michipicoten; while the other two passenger steamers will give a weekly service between Toledo, Ohio, Kincardine and other Lake Huron ports to Sault Ste. Marie. Of the freight steamers the four 2,300 ton steamers were in the service last season, the other four steamers representing 14,600 tons, and the two schooners have been chartered in the U.S. The list does not include the two barges operated last year, or the barge now under construction at Collingwood.

Manitoba and the Northwest Territories.

A company has been formed in Winnipeg to operate an excursion steamer on the Red River. The Hudson's Bay Co.'s str. Marquis, which has been laid up for several years at Prince Albert, Sask., is reported to have been purchased by Capt. Bellefeuille and Mr. Cuthbertson for the Co. It is reported that new engines will be placed in the steamer, and she will be taken to Winnipeg for the summer trade. The Marquis is 226 ft. over all, 30 ft. wide, and draws only 2 ft. of water.

The Hudson's Bay Co. is having built in Ontario a small steamer for use on Athabasca lake, Atha. The hull is built of white oak, and has the following dimensions:—Length, 42 ft., breadth, 9 ft., depth, 5 ft. The engine is being constructed by the Polson Iron Works, Toronto, and consists of a vertical marine engine, 6 by 7, and Clyde boiler, 5 ft. 5 in. long, by 3 ft. 9 in. diameter, tested to 150 lbs. After being tested, the hull and engine will be taken apart, numbered, and packed for shipment by rail to Edmonton, Alta., thence by cart to Athabasca Landing, 90 miles, and then by steamer to Athabasca lake, 600 miles, where the steamer will be put together again.

Application is being made at the current session of the Dominion Parliament for an act to incorporate the Lake Superior and Rocky Mountain Navigation Co. The project outlined is to connect Lake Superior with the waterway leading into Rainy Lake, and via the Lake of the Woods to the Red River, and from the Red River through Lake Winnipeg to the headquarters of the north branch of the Saskatchewan. An alternative route is suggested via the Assiniboine river and lakes Manitoba and Winnipegosis to the Saskatchewan river. It is claimed that the only really heavy portion of the work lies in the 20 miles at Lake Superior. McLeod Stewart, Ottawa, is one of the promoters. This project was advocated before the Royal Geographical Society in London, Eng., Feb. 12, 1892, by Captain Sygne, of the Royal Engineers, and the suggested water route was commended by Sir R. Murchison and Major C. Smyth, while a Mr. Crawford thought the scheme "wanting in definiteness and practical character."

B.C. and Pacific Coast Shipping.

The Canadian-Australian line steamers have again commenced calling at Fiji on the run between Vancouver, B.C., and Australian ports.

It is proposed to place the str. North Star on the route between Golden and Windermere lake in connection with the Upper Columbia Navigation and Transport Co.'s fleet.

A contract has been placed with a U.S. firm by Lloyds, for the raising of the C. P. Navigation Co.'s str. Islander, which was sunk, after collision with an iceberg, in Lynn Canal, Aug. 15, 1901.

The Admiralty Tugboat Co. has been formed at Victoria, B.C., with Capt. J. Libby as Manager. Three of the Puget Sound Tugboat Co.'s steamers are to be taken over and two more will be built.

Two stern-wheel steamers have been shipped from Victoria, B.C., to Whitehorse for Capt. E. J. Smith. They will be named Thistle and Caledonia, and will be operated on the Yukon with the Oro, Flora and Nora.

The C.P.R. has ordered at its yard at Nakusp, B.C., a dredge for use in clearing the narrows on the Upper Columbia river between the Upper and Lower Arrow lakes. The dredge is to be completed in the summer.

Two new tugboats are to be built at Vancouver for the Admiralty Tug Boat Co. at a cost of about \$100,000. Their dimensions are: Length, 90 ft.; breadth, 19 ft.; depth of hold, 7 ft. 6 in.; and the engines are to be of 385 h.p.

The U.S. authorities have refused to grant a register to the British steamer Manauveau, owned by E. E. Caine, of Seattle, Wash., which was recently practically rebuilt at Seattle in order to trade from that port to Alaskan points.

The B. C. Salvage Association purposes building a marine railway at Victoria, B.C., and to add machinery for shipbuilding and repairing. W. F. Bullen, manager, recently returned from England where he purchased the necessary plant.

The Victoria Machinery Depot Co. (Ltd.), of Victoria, B.C., has been given permission by the Dominion Government to occupy certain foreshore and submerged ground on the Victoria harbor estate for the construction of a marine railway and wharf.

The Dominion Government purposes erecting a number of beacons on the north shore of Vancouver inlet to allow the deviation of ships' compasses to be ascertained and adjusted. Six beacons are to be erected for this purpose at different points.

The Revelstoke, B.C., Navigation Co. has elected the following officers for the current year: President, M. McCarthy; Vice-President, A. E. Kincaid; Secretary-Treasurer, G. S. McCarter; other directors: T. Kilpatrick, D. Robinson, T. Downie, and T. E. L. Taylor.

It is reported that the C.P. Navigation Co. has prepared plans, and will shortly place an order for a steamer for the route from Victoria to Naas and way ports. She will be built of wood with two decks, and propelled by a single screw. The cost of the new steamer is placed at \$150,000.

The Victoria and Vancouver Stevedoring and Contracting Co. (Ltd.) has been incorporated under the B.C. Co.'s Act, to acquire and carry on the businesses of A. J. C. McDermott, and J. S. Gibson, of Victoria, Vancouver and Chemainus, B.C., and to engage in business as shipowners, shipbuilders, etc.

The arrangement between the trading companies on the lower Yukon river which was in operation last season, will not be renewed this year, and the North American Transpor-

tation and Trading Co., the Alaska Exploration Co., and the Alaska Commercial Co. have announced that they will carry on their business this summer independent of each other.

The Northern Navigation Co., which conducted a navigation and commercial business on the Yukon river, has been incorporated with the Northern Commercial Co., a San Francisco corporation, which also controls the Alaska Commercial Co., the Alaska Exploration, the Empire Transportation Co., and the Seattle-Yukon Transportation Co.

The C.P.R. sectional steamer York, the hull of which was built at the Polson Iron Works, Toronto, and put together at Okanagan Landing, B.C., has been placed in service. The Aberdeen, which has hitherto been on the run to Penticton, is undergoing extensive repairs. As soon as these are completed the York will be taken to pieces again and removed to Trout lake.

The improvements on the Yukon river are to be continued by the Dominion Department of Public Works, this year. P. Mercier, C.E., has reached Whitehorse, Yukon territory, to take charge of the work. The works to be carried out will improve the channel of the river at lake Laberge, and at Thirty-mile, on which \$25,000 of the appropriation for 1901-2 remains unexpended; and other points on the Upper Yukon.

During the winter the C.P. Navigation Co.'s str. Hating had her engines and boilers overhauled and refitted; and was renamed the Princess May. It is the intention of the Co. to name all their coast steamers after princesses. Tenders for the construction on the Pacific coast for a steamer to replace the Islander were received early in April, but up to the time of writing the order had not been placed.

A number of steamers and barges are reported to have been destroyed in steamboat slough opposite Dawson, Yukon, where the river steamers tie up for the winter. Two vessels were destroyed and others damaged. The loss was put at \$37,000, and one report says that the fire was of incendiary origin. J. Genelle, the owner of the burned steamers, has been arrested on a charge of having procured the burning.

The Victoria Steamship Co. (Ltd.) has been incorporated under the B.C. Companies' Act, with a capital of \$50,000 in shares of \$10 each, to acquire the str. Victoria and carry on a general navigation business. The Victoria is an iron screw steamer, built at Newcastle-on-Tyne, Eng., in 1883, with engines of 300 h.p., her dimensions being: Length, 286 ft.; breadth 38.4 ft.; depth, 25.7 ft.; tonnage: gross, 2,353; register, 1,531.

The steamer being built at Victoria, B.C., for the Hudson's Bay Co.'s Skeena and Stikene river trade, the dimensions of which were given on pg. 111 of our March issue, was specially designed in order to obtain the maximum of speed when meeting the current of the river. The design includes a number of special features which many years' experience on these rivers has suggested, and the steamer in all its appointments will be far in advance of any vessel hitherto constructed for the river service.

Recent press reports states that the C.P.R. is having four steamers built on the Clyde at a cost of \$7,000,000, to have a speed of 21 knots an hour, with a view of making the run from Vancouver to Yokohama in about eight days. As a matter of fact the present shipbuilding programme of the C.P.R. for the trans-Pacific trade contemplates the building of one steamer only, somewhat larger and faster than the Empress fleet, but the order for its construction has not yet been placed.

The steamer being built for the C.P. Navigation Co. by C. S. Swan & Hunter at Newcastle-on-Tyne, Eng., for the Vancouver-