

The first 500 ft. freighter for service on the great lakes was launched at Lorain, Ohio, in Jan. She is the first of 4 big carriers building for the American Steamship Co., which will each carry about 9,000 net tons per trip. She is a steel bulk freight steamer & is within a few inches of 500 ft. over all. The length on keel is 478 ft., beam moulded 52 ft. & depth 30 ft. Steel is used for masts, deck houses, & in fact in almost every part of the vessel, wood being dispensed with whenever possible. She has 13 water-tight compartments & has a capacity for 3,500 tons of water ballast. There are five longitudinal girders on each side of the center line of the hull. The between-deck beams are spaced 8 ft. apart throughout the length of the cargo holds, & consist of 15-in. heavy channels attached to 15-in. channel bent frames, similarly spaced, & these in connection with spar deck beams & channel floors make a succession of continuous heavy members 8 ft. apart throughout the length of the ship. These in turn are strongly connected & braced longitudinally by stringers & girders, making the ship exceptionally strong. There are 15 cargo hatches, 30 x 8 ft. in the clear, spaced 24 ft. centers. The cargo holds are divided into 6 compartments by water-tight bulkheads & steel doors. The vessel will be fitted with a quadruple expansion engine, with cylinders of 16½, 25½, 38½ & 60 ins. in diameter & 40 ins. stroke. These engines will drive a wheel 14 ft. in diameter and 15½ ft. pitch. Steam will be supplied from water-tube boilers having 140 sq. ft. of grate surface, 6,800 sq. ft. of heating surface & working at 250 pounds pressure. The coal bunkers will have a capacity of 300 tons. The auxiliaries include steam steering gear, steam capstan windlass, winding machines for handling wire mooring lines & a complete electric light plant, operated by compound engines. She will have three steel pole masts, with pilot house & texas adjoining the forecabin, & a raised quarterdeck over machinery & boiler space. The chart house & pilot house, as well as captain's quarters, one stateroom & rooms for mates, wheelmen, watchmen, firemen, deckhands, etc., will all be in the upper forward part of the vessel. Two deckhouses amidships will be devoted entirely to passengers. Quarters for engineers, oilers, steward as well as engineers' storerooms, kitchen, crew's mess rooms, dining room, etc., will be situated below the quarterdeck aft.—Marine Review.

British Columbia Shipping.

The C.P.R. Co. has decided to build a steamboat for service on Okanagan Lake, between Okanagan Landing & Penticton, to take the place of the str. Aberdeen, which has been on the run for some years. The dimensions of the new boat will be, length 160 ft., beam 26 ft., depth 7 ft. Her motive power will be taken from one of the steamers which was built in 1898 for the Stikine River service.

The Canadian government has adopted for use at Vancouver, B.C., an improvement in fog-signalling & light-house apparatus, which is a combination of the principle of the electrically vibrated phonographic diaphragm, with two large megaphones, from which signals are sounded alternately. In connection with the siren signals a light flashes every forty seconds, the siren signals being sounded for the remaining twenty seconds of the minute. The mechanism is regulated by clockwork.

The C.P.R. Co. has decided to build another tug boat to be used on Kootenay Lake for towing car barges between Kootenay Landing & Nelson. She will be built at Nelson out of coast lumber. Following are the general dimensions:—Length 102 ft., breadth of beam 20 ft., depth 9½ ft. The boiler will be 11 ft. in diameter by 12 ft. long, with 2 corrugated furnaces. The engines will be compound jet condensing, cylinders 14 & 30 ins. x 20 ins. stroke, both boiler & engine will be built by the Polson Iron Works, Toronto.

The Victoria Board of Trade has had a conference with representatives of Dodwell & Co., of Tacoma, Wash., in reference to the steamship service between Victoria & Puget Sound, which was said to have been very unsatisfactory since the loss of the str. Kingston. The Board complained of inconvenience in securing berths, the total unfitness of the str. Utopia, & the fear of unseaworthiness of the str. Victorian. Mr. Dodwell stated his Co. had spent three months looking for a steamer to replace the Kingston, & purchased the Victorian, which was more seaworthy than the Kingston ever was, & had spent \$60,000 in improvements on her since her purchase. He said the steamer was losing \$4,000 a month, & that the Co. was also losing on the 75c. meals which were complained of. He promised some concessions in regard to facilities for securing berths, & in giving information as to the departure of the steamer from Victoria.

Vancouver people are interested in the results of an interview which took place recently between C. E. Tisdall, M.P.P. for that city, & J. Dunsmuir. Mr. Tisdall drew Mr. Dunsmuir's attention to the very poor steamboat connection between Vancouver & Union wharf. The only way to ship from Vancouver to Union is to send first from Vancouver to Nanaimo, & then from Nanaimo to Union wharf. The Union wharf being a private one, the Esquimalt & Nanaimo Ry. will not allow outside steamers to land goods there. That means double wharfage & poor service for Vancouver shippers. Mr. Tisdall asked Mr. Dunsmuir whether some arrangement could not be made in future whereby Vancouver steamers might be allowed to call at Union wharf. Mr. Dunsmuir assured him that on or about April 1 the E. & N. Ry. would put on a direct service from Vancouver to Union wharf. The str. City of Nanaimo will make a trip certainly once, & possibly twice a week, & will run between Vancouver & Union wharf & Nanaimo & Union wharf.

It looks as though there is to be spirited competition for the Japan-China trade. President Hill, of the Great Northern Ry., is credited as saying in a recent interview, "I propose to build as many vessels as the trade with the Orient will justify, & that will be a great many. The natural market for the Pacific coast is China, Japan & the Philippines. The docks at Seattle are large enough to accommodate all of the shipping for some time, but eventually the conditions will warrant more extensive harbor accommodations. It is too far from the Pacific Coast to the Eastern States to ship many of the northwestern products to the east. A market for grain in the Orient will give the farmers a price higher than they can get in the east. The products of the iron & coal mines & lumber regions in the northwest can be sold to better advantage in the markets of the Orient than they can bring in the east. It is not like forcing something upon the market that people don't want. They want everything we can take to them & we want their products. We shall have 25 steamships in the service within the next five years. The vessels will be of the largest size, with enormous carrying capacity & comparatively slow speed. Speed is not so much of an object as to be able to lay the goods on the other side of the Pacific so that they may compete with native products."

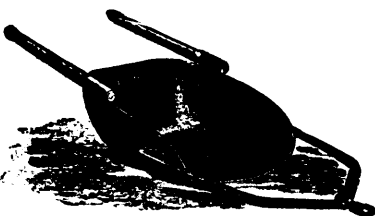
Yukon & Northern Navigation Matters.

Capt. E. J. Smyth, of Dawson, Yukon, is said to have arranged with a Victoria, B.C., ship building firm to build a 1st class stern wheel steamer 110 ft. long, with 30 ft. beam, for service on the Klondike River between Dawson & the heart of the great placers. It is proposed to build the steamer in Victoria, take it north in sections, & put it together where the Klondike discharges into the Yukon.

It is said the stern-wheel steamers Dawson, McConnell & Ogilvie, built by the C.P.R. during the first rush to the Yukon, & some of which the Co. operated for part of a season on the Stikine river, have been purchased by a syndicate in which Victorian B.C. people are interested, & will be taken around to the Yukon river, to run between Dawson & the terminus of the White Pass & Yukon Ry., which next summer will be below White Horse rapids. The Dawson has been lying in False Creek, Vancouver, since the failure of the Stikine river route, & the McConnell & Ogilvie are at Wrangle.

The following steamship sailings are announced:—Canadian Pacific Navigation Co.'s str. Tees leaving Victoria Feb. 21, Mar. 7 & 21, & Vancouver on the following days, for Wrangle, Skagway & Dyea. The same Co.'s str. Danube leaving Victoria Feb. 15, Mar. 1, 14 & 28, & Vancouver on the following days, for Wrangle, Skagway & Dyea. The Pacific Coast Steamship Co.'s str. Cottage City leaving Victoria Feb. 24, Mar. 11 & 26 for Wrangle, Juneau, Skagway, Dyea, Killisnoo &

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