

struct & operate steam & other vessels between Canadian or other ports, & with other powers.

The Quebec Board of Trade has petitioned the Dominion Government to carry out Sir Wm. Van Horne's proposal for a first-class trans-Atlantic steamship service, urging that it will pay the country even if it should cost \$1,000,000 a year.

A significant circumstance in connection with the question of shipping from Canadian ports is that the Allan S.S. Co. has placed orders for 5 steamers—one of 8,800 tons & 14 knots, two of 10,000 tons & 15 knots, & two cargo steamers of 8,000 tons & 12 knots.

The shipping season of 1899 at Montreal promises to be a record-breaker. R. Reford & Co., who have for many years controlled some of the leading freight steamship agencies there, have added the Lord line of steamers which will trade with Cardiff. There is a probability of Reford & Co. establishing a Dublin service, but as yet it is indefinite.

Up to the middle of Feb. steamers had this season carried away from St. John, N.B., cargoes to the aggregate value of about \$3,500,000. The quantity of grain is not as large as was expected, but nearly 1,500,000 bushels have been shipped. The importation of wheat has been larger than last winter to this date. The total value of shipments is much greater than for the same period last season.

Great interest has been manifested in England in Sir Wm. Van Horne's Quebec speech on the fast steamship service. The papers commenting on it emphasize the strategic importance to the Empire of the C.P.R. route to the far East. If the Atlantic journey be reduced by a 22-knot service to, say 6 days, & the Quebec-Vancouver journey to, say 3 days, & the Vancouver-Hong Kong journey to 18 days, or 12 days, leaving out stoppages, it would be possible to go from Euston to Hong Kong in 22 days, & most of the way through British possessions; whereas the journey via the Suez canal, which is liable to be blocked in time of war, now takes about 40 days.

British Columbia Shipping Matters.

A. L. Brownlee's 100-ft. stern wheeler on Dog Lake has been burned.

The Union S.S. Co.'s str. Comox is being overhauled at Victoria, after which she will again go on the Vancouver-Shoal Bay run.

The Canadian-Australian line is carrying large cargoes from Vancouver, Canadian agricultural implements being the heaviest shipments.

The Big Bend Transportation Co., Ltd., has been incorporated under the B.C. Companies Act, capital \$125,250; headquarters, Revelstoke.

The Northern Lakes & Rivers Navigation Co., Ltd., has been incorporated, under the B.C. Companies Act, with headquarters at Victoria. Capital \$50,000.

There are rumors that both the Peninsular & Oriental S.S. Co. & the North German Lloyd will put on steamships between the Pacific coast & Japan & China.

The B. C. Marine Ry. Co. has installed an electric light plant on its ways at Esquimalt. A similar plant will be installed on the Vancouver ways, on which work is being pushed.

The str. Mananeuse, which has been the cause of a lot of litigation recently, is to be run under the agency of R. Ward & Co.; she will probably make the northern trip from Victoria about every 10 days.

The C.P.R. Co. is about to build at Nelson a 3rd transfer barge, with 15 cars capacity, to be used between Kootenay Landing & Nelson. Another is to be built at Nakusp for use between East & West Robson.

It is said Cap. McPhaiden, one of the directors of the Union S.S. Co., & Manager Darling have gone to Portland & San Francisco to purchase another steamer to run between Vancouver & Shoal Bay. The new vessel will, it is expected, cost from \$50,000 to \$60,000.

It is said an order for 160,000,000 ft. of lumber has been placed with mills at Vancouver for the Chinese railway. Additional mills will be erected to increase the output. Australia has also ordered more lumber than B.C. can supply. This means great activity in shipping.

The C.P.R. Co.'s str. Athenian has been overhauled at Hong Kong, being made into a large freight carrier. The forward part of her passenger accommodation has been taken out & that part of the ship given over to increase the room for freight. The Tartar will probably be treated in the same way.

The Yukon trade very favorably affected the shipbuilding industry of Victoria during the past year. Of the 22 steamers built in

1898 in B.C. 12 with a tonnage of 4,944 tons were built in Victoria. The majority of these were river steamers for the Northern rivers. In repairing the Mananeuse, \$34,000 were expended. The Islander, Tees, Charmer, & a number of other vessels had very extensive alterations made in them. During 1898 5,458 vessels entered & cleared from the port of Victoria against 5,023 in 1897.

The C.P.N. Co.'s str. Tees, hitherto used almost entirely for freight, has been repaired & largely altered, so as to fit her for passenger traffic also. A new deck has been put on, & cabins have been constructed on this & below, which will provide accommodation for 70 1st & 60 2nd-class passengers without encroaching on the space hitherto reserved for freight. Previously only 28 passengers could be carried, & the accommodation for these was indifferent, owing to there being no thorough system of heating the vessel. This has been overcome by the installation of a donkey engine & of steam-heaters throughout the vessel. The kitchens have been removed below. Another feature is the clear deck amidships, a promenade deck being provided aft & another on the bridge. Among other improvements is a thorough overhauling of the boiler-room, the complete repair of the ship's bottom in dry dock, & the accommodation provided for the carriage of horses, either between decks or in the lower hold.

The narrows between Upper and Lower Arrow Lakes are being improved by the Dominion Department of Public Works. This is one of the most important waterways of the Kootenay district, providing a stretch of navigation, 125 miles long, on which the C.P.R. steamers ply at the rate of 18 miles an hour. These narrows are the only point at which navigation is at all obstructed, & a force is engaged building wing dams, so as to confine the water to one main channel. This work was begun a year ago, & the result was that, during the last period of low water, steamboat traffic was not once delayed, as it had always been before. Work is also being done on the Upper Duncan River, where snags, rocks & other obstructions extend for 18 miles. When this channel is improved, navigation will be opened into the Lardo-Duncan country, which is one of the most promising of the Upper Country mining districts. At present, prospectors & miners have great difficulty in passing the accumulations of driftwood, even with small

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