

4 steel boilers, allowed 200 lbs. pressure. These will each be 13 ft. 4 ins. in diameter, by 11 ft. 6 ins. in length. Seaboard.

Davis & Son, Kingston, Ont., report that they are building the following:—A steam pleasure yacht, 36 ft. long, 7 ft. beam, 36 ins. deep, tonnage, 3 tons, water-tube boiler, compound engine. A steam launch, 48 ft. long, 8 ft. beam, 4½ ft. deep, tonnage, 12 tons, water-tube boiler, compound engine. Passenger & freight steamer for Homer & Co., Gravenhurst, Ont., 65 ft. long, 14 ft. beam, 6 ft. deep. Rebuilding the private yacht Charlie M., for C. Mickle, Gravenhurst, Ont.; she is now 60 ft. long, 10 ft. wide, 6 ft. deep. They are adding 13 ft. to her length. Rebuilding the steamer Kanonha for the Muskoka Navigation Co., she is 108 ft. long, & they are adding 18 ft., rebuilding the hull, adding new cabins & making other improvements.

With the development of mining prospects in the Seine River country, traffic calls for further steamboat facilities. Last season 3 small steamers connected Mine Centre with Fort Frances & Kettle Falls, & a boat is to be built shortly to ply between Mine Centre & Sturgeon Falls, some 40 miles up the Seine River, towards the Saw Bill country. A. Glassford has the scheme in hand, & the boat will be built at Bell City, & will be ready for use shortly after navigation opens. It will be 45 ft. long, & run 12 miles an hour. Within the past year considerable prospecting work has been done on very promising properties in the neighborhood of Sturgeon Falls, & Mr. Glassford thinks the placing of this boat on the Seine River will prove a profitable enterprise.

On Mar. 19, Capt. Quinn of Toronto, Capt. Raines & Diver White began to raise a derelict in Toronto Harbor. This wreck is supposed to be the str. Lady of the Lake, sunk off the northern wharf & raised by Capt. Moody, Capt. P. McSherry & Capt. Sauter about 43 years ago, the vessels assisting in raising the wreck being the old schr. Royal Tar, now lying sunk east of the R.C.Y.C., & the schr. Echo, owned by Capt. P. McSherry. The obstruction has long been a danger to ferry boats backing out from the Island wharf. About 17 years ago, at the opening of the Wiman Baths, the str. Geneva ran over the wreck & broke her wheel, & 4 years ago the Ada Alice met with a similar accident, the cause in each case being attributed to a sunken crib.

Traffic Manager Smith of the Canada Atlantic Ry. reports favorable arrangements with the ocean lines out of Montreal for large quantities of export traffic from Manitoba & the Northwestern States in connection with the new lake line to Parry Sound. Its fleet of five 3,000-ton steel boats will probably leave the head of the lakes for Parry Sound about April 20. These are the Saxon, Briton, Roman, German & Grecian. In addition to its own fleet the Co. has chartered several of the largest lake carriers for grain, among which is the new steel steamer built at Chicago during the past winter, the Linn, whose 1st cargo to Parry Sound will either be 220,000 bus. of corn or 350,000 bus. of oats. The Canada Atlantic may be depended on to handle a large portion of through freight hereafter.

A deputation from Sault Ste. Marie went to Ottawa recently. The request, put forward as most urgent, was for a new dock. The

present dock is not large enough for the steamers of the C.P.R. & Beatty lines, which would otherwise call & do a good deal of business. Another thing much needed is the privilege of storing steamboat coal in bond. This privilege, it is said, is accorded to Canadian ports on the Detroit River. The result is, that vessels going through, which would go over to the U.S. side to coal if they had to pay the duty on the Canadian side, coal in Canada & purchase their supplies in this country. The bulk of the vessels passing through now coal & replenish stores on the U.S. side to avoid the duty on coal. The business is important & Canadian merchants would like to get a share of it.

B. W. Folger, Jr., General Traffic Manager of the American line of steamers on the St. Lawrence river, says:—"We are going to put 3 first-class boats, the New York, the Empire State & America, on the line on July 4, & they will run until the excursion business is over. They will make daily trips between Clayton and Montreal. Everything that can be done for the comfort of passengers will be accomplished, & we intend to show the people what beautiful places the St. Lawrence

Indications point to a good trade on Lake Ontario, & the steamers running between Toronto & Montreal are likely to have plenty of freight offering. Last year, while they had pretty nearly all they could carry, rates were low, although with the low rates the boats made money. Conditions are rather more favorable this year. The railways are being offered actually more than they can handle comfortably, & when the boats commence to run they are bound to get a large business, while, with the amount of stuff offering, rates are likely to be well maintained. Prospects are hardly so good for the upper lake grain carriers, for while there is a good deal of grain to be moved rates are opening low, although they may improve as the season advances. It is understood that ocean space at Montreal has already been engaged for fully a million bushels, & this means business for the lake craft. Still, even with this, at the same time last year much more than a million of bushels had been secured.

The Northwest Territories.

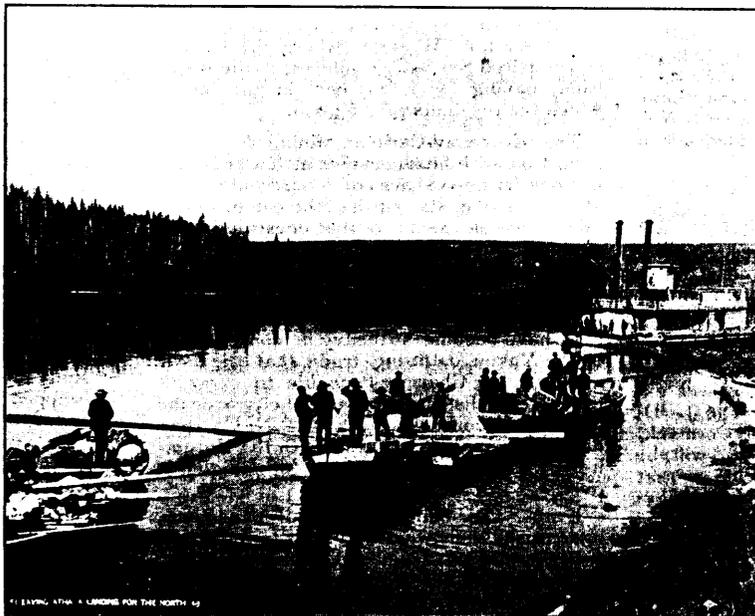
The Edmonton Board of Trade recently despatched expert blasters to clear the boulders from the Grand Rapids, Athabasca River.

The Secretary of the Steamshipmen's Protective Association at Vancouver states that negotiations with the Union S. S. Co. have resulted in Manager Darling promising that union men will receive preferences when vacancies occur on the Co's. vessels.

The Alaska Mining & Trading Co., Chicago, has put out a lot of printed matter about the Athabasca route to the Yukon. In its last circular it says:—"Our first steamers will leave Athabasca Landing just as soon as navigation is open through, which will be early in May." We have been unable to get any satisfactory information about this Co., & cannot even find out if it has built any steamers.

A correspondent writes from Edmonton: "Extensive preparations have been made for the opening of navigation on the northern rivers. A large number of boats have been built here & freighted to Athabasca Landing & a lively business is being done in the same line there, & it is safe to predict that several thousand people will take the water route by way of the Mackenzie River when navigation opens. In addition to the boats several small steam tugs drawing about 2 ft. of water have been built, which are intended to tow fleets of small boats, & which it is expected will run the rapids & can be taken right through to the head waters of the Peel or the Pelly. The Hudson's Bay Co. has placed the lots of its new townsite at Athabasca Landing on the market. As Athabasca Landing is at the head of navigation on the Athabasca River, & the proposed immediate terminus of the Edmonton District Ry., there will probably be quite a lively little town there before next fall."

Brockway Bros., Douglass, Wyoming, have issued a folder in which they say:—"Alex. Brockway is now at Edmonton, Alberta, superintending the construction of boats, securing practical Mackenzie River boatmen, etc., for an expedition of 100 men to the gold fields via the Mackenzie River route. The start will be made, under his guidance, as soon as



HUDSON'S BAY STEAMER & TRADERS' BOATS AT ATHABASCA LANDING, ALBERTA.

river & the resorts along it are. The New York will have a speed of 20 miles an hour, & she will probably be the fastest steamer on the St. Lawrence. The boat will be ready for business the latter part of June. W. Murphy is building the steamer in Buffalo. The interior of the boat is finished in Empire State style, & no expense will be spared."

Superintendent Piers, of the C.P.R. Steamship Lines, reports that the Upper Lakes steamers will be ready much earlier than usual, on account of the early opening of navigation. "It is too bad," he says, "that we have to send the Manitoba to a U.S. port to be docked again this spring. It is deplorable that Owen Sound has not a dry dock fit to take its own vessels. With such facilities as the Kennedys have there, a dry dock should be a very good paying investment. It is certainly humiliating that Canadian vessels have to go to Detroit or Port Huron to be docked." Mr. Piers thinks Owen Sound should have no difficulty in securing Government aid towards the construction of much-needed docking facilities on the northern lakes. The size of the vessels must continue to increase, & there is now almost an absolute demand that the matter be taken up.