

gone conclusion that between 1,000 & 2,000 tons must remain undelivered until spring. There is no fear of any actual shortage in any goods in Dawson during the winter, as the large trading companies are amply supplied, but prices will advance & essentials will be cornered. The real sufferers will be general merchants & miners. Many of the former have gone out to Skagway with the intention of disposing of perishable goods; the latter will in many instances lose a winter's work by reason of the non-arrival of necessary machinery. A long line of heavily laden scows & barges, built by steamboat companies & desperate shippers, stretches down the river from White Horse to Dawson, some making successful progress, others aground, others, mayhap, doomed to wreckage. If the weather remains fine they will continue to arrive at intervals during the next two weeks, it may be until the close of Oct. After that their fate is problematic.

"The last down-river boat left Dawson for St. Michael's two weeks ago. Within the last week several parties have left Dawson in open boats, & considerable anxiety is felt about them by their friends. Men who take such chances are playing with death, with all the odds in favor of the grim visitor. The Yukon River freezes first at its mouth, the cold weather beginning there a month earlier than it does in Dawson. About this time the river at St. Michael's must be closed with ice or else so choked up with floes as to make navigation, especially in an open boat, practically impossible. The chances of these people reaching St. Michael's this winter are very slender; while the life risk is proportionately great."—Globe.

Various correspondents have written us with reference to recent fluctuations in the shares of the Klondike Mining & Promotion Co. We believe it has had a fairly prosperous year. Possibly the results may not have been so good as last year, but until the accounts come to hand, shareholders will exercise judgment by again perusing the circular containing extracts from the managers' letters at Dawson City & Victoria. Under date of Sept. 6th, the directors are informed "we have now as much freight as we can handle, in fact the boats have to bring it down in scows, owing to the limited carrying capacity of the steamers. From reports I believe that the season will not be so long as it was last year, as the cold weather has even now commenced to set in." Thus it would appear as if the pressure of goods was so great that the Co. was unable to handle it all; indeed, corroboration of this promise is given in a later statement in which it was estimated "that between Skagway, Bennett & White Horse, there must be 12,000 tons, & it will be impossible for all the goods to get through this winter." Undoubtedly, the Co.'s boats upon the Yukon have all they can do, & at that time (Sept. 25th) were the

only ones then making headway with low water. The route into Klondike is still probably congested with freight, a fact which would induce owners to keep their goods at Skagway rather than at any other intermediate point. The White Pass Ry. is taxed to its utmost to take care of all the freight offering, yet it can handle 200 tons a day, & the steamers leaving Bennett together with scows from that point could, when running, take away 150 tons daily. Thus, with the river navigation closed for the season, there is every indication that the congestion at White Horse is of immense proportions, & the Manager, when writing towards the end of Sept., considered that "everything points to an enormous lot of goods, etc., going forward next spring. A man has just been in Victoria & offered me 20c. a pound if I will guarantee to get him 8,000 lbs. into Dawson. Sorry we cannot accommodate him." The White Pass Ry. is constructing an extension from Caribou. If the piece along Lake Bennett proves easy blasting it is possible it may be finished at the same time, if not, there will be 27 miles between the two sections of the railway, & if that distance proves to be so formidable that it cannot be completed for a year, the railway company purposes putting on mammoth scows to convey the cars from Bennett to Caribou. The outlook before the Co. appears, therefore, to be as favorable as in the past, for whatever irresponsible rumors there may be in circulation, these statements at least are genuine.—B.C. Review.

British Columbia Shipping.

The C.P.N. Co. has had an electric searchlight put on the str. Tees, & one will also be put on the str. Danube.

The Victoria Board of Trade is trying to get the steamboat service improved between there & Puget Sound. Improvements to Victoria's inner harbor are also being urged.

There is said to be a possibility of a direct line of steamers being established between Vancouver & Vladivostok, when the trans-Siberian railway is completed in about a year.

The Department of Marine has sold to E. Winckelman, of Seattle, the old str. Sir Jas. Douglas, which went out of service in B.C. waters 3 years ago, being too slow. She was built at Victoria in 1884.

It is said that arrangements are in progress for the organization of another company to run steamers between Golden and Windermere. The project contemplates the building of a boat to run on the Columbia river on the lowest stages of water till the river freezes up.

Reports from Manilla state that the C.P.R. steamers Athenian & the Tartar, which were employed by the U.S. Government carrying

troops, etc., to the Philippines, performed the work in a most satisfactory manner. The Athenian recently carried 180 men & 500 horses, while the Tartar took two batches of 1,500 men each. When these ships return to the Pacific Coast they will resume their usual work.

R. P. Rithet & Co., Victoria, report little change in grain & tonnage markets. Foreign markets for wheat continue weak & while the few vessels available for charter are holding for full rates, exporters are unwilling to pay prices demanded. Business has therefore been very limited. The lumber market is exceedingly active, & large orders have recently been placed with leading export mills. Tonnage, however, is almost unobtainable, & owners who have offered their vessels have found ready takers at high rates, even if 6 & 8 months distant.

President Shaughnessy's recent interview with the C.P.N. Co.'s management is bearing fruit. The str. Islander is undergoing extensive repairs & also alterations to her cabin accommodation to fit her for the promised daylight run. The improved service will probably begin in Feb. It is said the Islander will leave Victoria at 7 a.m., arriving at Vancouver at noon, & leaving on the arrival of the Pacific express. It is intended to run the str. Charmer daily as a freight and passenger boat if business warrants. She is to leave Victoria about 1 p.m., & arrive at Vancouver about 6 p.m., departing at midnight, arriving back at Victoria at 6.30.

Manitoba & Northwest Territories.

McDougall & Secord will build a steamboat at Athabasca Landing this winter to ply on the upper reaches of the Athabasca river & as far down as Grand Rapids.

Navigation on Lake Winnipeg lasted till unusually late this year. On Nov. 20 a steamer left Selkirk with a cargo for Norway House, & on Dec. 1 another one left to make calls at lake ports.

The screw st. Lady of the Lake, owned by Capt. W. Robinson, which was sunk in Lake Winnipeg recently, was built at Selkirk, Man., in 1897. Her dimensions were length 105 ft., breadth 18 ft. 5 ins., depth 8 ft. 9 ins., tonnage, gross 201, register 155.

The three steamboats on the Athabasca belonging to the Alaska Trading & Transportation Co. were recently sold by the sheriff. McDougall & Secord being the purchasers. The steamer at Athabasca Landing brought \$400, the one at Fort Smith \$300 & the one at Fort McMurray \$60.

Members of the Winnipeg City Council & Board of Trade made a trip the full length of Lake Winnipeg late this season & have presented a report stating that the development of the

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Cleveland Elevator Company's Elevator, Cleveland, O.		500,000
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