

the mud at Fort Yukon. The water in the river is not deeper than 3 feet in many places.

There is no foundation for the rumor that the C.P.R. Co. intends putting on a steamer between Vancouver & Victoria, but it is probable that the Co. would have done so had not the Canadian Pacific Navigation Co., in which the C.P.R. Co. has no interests, decided to do so. The present service between the two principal cities of B.C. is quite inadequate, & what is required is a fast boat to carry only passengers, mail & express matter, & not to be loaded down with freight as is now the case. The C.P.N. Co. has, it is said, opened negotiations with builders in Great Britain for the construction of a 1st class 21 knot steamer, which will be 270 ft. long, 34 ft. beam & 14½ ft. hold. A speed of 21 knots would enable her to make the trip between the two cities mentioned in less than 4 hours.

The experience in towing-stern wheel river steamers oceanwards to St. Michaels, Alaska, has proved a very unfortunate business, several having been lost. Early in July the stern-wheeler Marquis of Dufferin, built at Vancouver for the British American Corporation, at a cost of \$30,000, & which was being towed by the steamer Progress, went to pieces & sank between Cape Flattery & Cape Beale. The steamer Victorian, which is owned by the Canadian Development Co. of Victoria, started from Wrangel in June, in company with the river steamers Canadian & Columbian, consorted by the steamer Tordenskjold. A short distance north of Wrangel the river steamers put into a village for water. While there the tide went out & the Victorian settled down on the rocks, which came up through her hull. When the tide rose she was floated & after being temporarily patched taken to Wrangel for repairs, & the Tordenskjold & the other two vessels continued their voyage to St Michaels.

Pickford & Black's steamer Alpha, referred to in our June issue, pg. 106, reached Vancouver, July 7, from Halifax, N.S. She is capable of running 11 knots an hour & is very comfortably fitted up, the saloon being amidships, with comfortable cabins off each side. She can carry 40 first & 20 second class passengers, and 100 in the steerage, while her freight capacity is 800 tons, & has been engaged in the service between Halifax & the Bermudas. A. H. B. McGowan is the local agent, but Mr. Black, of the owning firm, went to Vancouver to inaugurate the service, which will include the steamer Fastnet,

sent out by the same firm. As foreshadowed in our June issue, on her first trip to St. Michaels, Alaska, the Alpha took in tow the Yukon & Hootalinqua Co's. stern-wheel steamer Reindeer, which was built at Victoria. Her dimensions are: length 120 ft., beam 22 ft., depth of hold 5 ft. Light she draws 22 ins. of water, & when loaded with 150 tons of freight draws only 6 inches more. On her trial trip she developed a speed of 17 knots. From St. Michaels, in addition to her own cargo, she is intended to tow a loaded barge up the Yukon.

#### The Maritime Provinces.

The Marine railway, which forms part of the plant of the Halifax Graving Dock Co., is to be rebuilt.

The S.S. Damara from St. John, N.B., to London, Eng., via Halifax, recently took 300 tons of pulp valued at about \$12,000.

The North German Lloyd steamer Ems ran down the schooner Gypsum Princess of Parrsboro', N.S., June 12. Six were drowned.

The Avon Tow Boat & Ferry Co., & the Wm. Weatherspoon Tow Boat & Ferry Co., both of Hantsport, N.S., have been incorporated.

The N.B. Government has issued supplementary letters patent increasing the capital stock of the Deer Island & Campo Bello Steamboat Co., from \$7,000 to \$15,000.

G. W. Churchill, of Hantsport, N.S., & 4 other members of the Churchill family have been incorporated by Dominion letters patent as the Ship British-America Co.; capital, \$2,000; headquarters, Hantsport; powers, to acquire ships & carry on business as ship owners & common carriers by sea.

The S. P. Benjamin Co. has had a steel steam tug built to tow lumber barges. She is 60 ft. long, 15 ft. beam & 7 ft. hold, & as it will be necessary for her to tow under 3 bridges on the Avon, her smokestack is removable, & when so trimmed she measures only 7 feet from her water to her top line.

The annual general meeting of the Chignecott Marine Transport Railway Co. was held in London in June. The old directors were re-elected, but no other business of importance was transacted. The Co. pays a heavy tax on their property in the shape of school & other rates in Cumberland County, N.S.

The steamer Mayflower, which has been laying idle for nearly 2 years at Port Hawkesbury, N.S., & which was sold to a company a short time since, has been thoroughly overhauled & fitted. She has been engaged by the government for the ferry service on the Strait of Canso in place of the S.S. Mulgrave, which has been laid off for general repairs.

J. T. Hamilton, H. Mc. Hart, G. Musgrave, C. W. Outhit, R. T. Braine, T. Dixon, W. J. Butler, F. J. Phelan, L. Hart, W. N. Wickwire & J. A. Johnson, of Halifax, are applying for Dominion Letters Patent to incorporate them as The Acadia Steamship Co.; capital, \$60,000; headquarters, Halifax. The first three named applicants to be the provisional directors.

Under the Nova Scotia Joint Stock Companies' Act letters patent of incorporation have been granted to G. W. Churchill & 4 other members of the Churchill family, of Hantsport, for the following companies: The W. M. Weatherspoon Tow Boat & Ferry Co., capital \$2,000; the Avon Tow Boat & Ferry Co., capital \$2,000; & the Chester Tow Boat & Ferry Co., capital \$2,000.

The question of a direct steamship service between St. John, N.B., & the West Indies has been discussed a good deal of late. There is a feeling that with a faster service more trade could be done, & that a local business would be supplemented by a growing western trade with the islanders through the port of St. John. The St. John board of trade has declared in favor of a direct line, & the city council has appointed a committee to co-operate with the board of trade in considering the subject. In this they will have the hearty support of the C.P.R., which is anxious to develop trade between the West Indies & points in Western Canada.—Maritime Merchant.

The steam ferry Chebucto, built in Great Britain to run between Halifax & Dartmouth, N.S., reached Halifax June 27 from the Azores, where she put in for shelter about a year ago, since which it was found almost impossible to get any captain to attempt to bring her the balance of the distance. Her voyage is probably the longest ever made by a ferry boat, without being towed, & altogether unaccompanied. The cabin windows were boarded, the cabins & gangways shored and braced to prevent straining, & she was boarded across the ends in a sloping manner to shed the water. The voyage from the

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