

independently. There will be a 3 ft. x 8 ft. x 6 in. surface condenser, and a cooling surface of 850 sq. ft. The air-pump will be 10x14x12, and a 6-in. circulating pump with independent centrifugal pump. The feed, fire and general purpose pumps will be 7¼, 14½x10 in. The suction pump, which will excavate the mud, etc., from the river bottom, will be 20 ins. in diameter, and this fact establishes the status or denomination of the craft, which is therefore a 20-in. hydraulic dredge. These engines will have a capacity of sucking up about 750 yards of ordinary river-bottom material an hour. This is discharged by a long pliable pipe at any distance required up to 2,500 ft. This pipe is supported, say across a river by 50 pontoons, the dirt being placed on shore as required. Twenty-five of these pontoons will be 24x12x2½ ft. and 25 will be 34x12x2½. The construction of these pontoons has been delayed as improvements are to be introduced. On the upper deck there will be quarters for 20 men. The space is apportioned for wheel house, officers' dining room, spare room, room for the captain, engineer, second engineer and mate, kitchen, pantry, crew's mess, store room, cook's room, ice box, lavatory and bath, and aft, berths for 16 men. These quarters will all be on the top of the deck-house.

### Yukon and Northern Shipping.

Several vessels of the Cape Nome fleet will not call at Dutch Harbor or Unalaska this year, thus making a saving of a day on the run.

The steamer *Mexico* has been bought by Sullivan, McLeod & Wilson, of Vancouver and Bennett, and will be placed on the St. Michael route.

The White Pass and Yukon Ry. will run a refrigerator service on its boats this season. There will be two sections in each cold storage room, one where a temperature of 30 degrees will be maintained, and in the other the temperature will go as low as 16 degrees. Each boat will have cold storage capacity for 20 tons, and one steamer so fitted will leave White Horse for Dawson every other day.

The rate war is a thing of the past and the figures which went down as low as \$6 from Vancouver to Skagway has been restored to \$25 for 1st class and \$20 for 2nd. It is said that the arrangement includes the leaving of the Vancouver business entirely to the Canadian Pacific Navigation Co. and the Pacific Coast Steamship Co., which latter operates the str. State of California. The proposal seems to be that the Seattle people agree with the C.P.R. that there is not enough extra business for the Seattle people in Vancouver to make it worth while keeping up the rate war. The Seattle people therefore back out of Vancouver entirely, on the understanding that rates are to be put up to the former standard and maintained that way.

A steamer is now plying on the Chilkat river, and for the first time in the history of the northern country is being successfully navigated from the mouth of the river to Wells, the new townsite at the junction of the Klehini. This is the project which a Victorian at one time had in contemplation, as announced when the rich discoveries on Bear and Clear creeks were first reported. The name of the little boat is the *Gardner*, owned and operated by H. D. Gardner. She is a canoe-shaped craft, 45 ft. long, and was built on Puget Sound. Her machinery was also built for the run. Another light-draft boat, a little stern-wheeler, will be added to the Gardner fleet. This will be operated from the flats, part way up the river, in connection with the Gardner, which is a propeller boat, and will take the upper river run. Each boat is especially designed for the river above Klukwan and the flat-bottomed stern-wheeler for the lower

river. In addition to the boats, Gardner will erect warehouses at Haines and operate a wagon train across the flats, thus being able to make through contracts on freight.—Victoria Times.

The means of transportation between B. C. ports and Skagway were never better than at present. Every day or so a vessel leaves for Skagway or returns from having made the trip. The supreme advantages the port of Vancouver enjoys over all others are: First, that this is the last port of call for vessels going north as well as the first port reached on the down trip; and second, that every vessel now leaving Vancouver for the north also calls here on the way down, a very different proposition to that which has previously existed, when in other seasons every vessel of the U.S. lines called at this port on the way north and took as many passengers as possible and all the freight offering. These vessels made a point of advertising that they did not call at Vancouver or Victoria on the way down. This year there is a very different arrangement. The C.P.N. Co. has passed under the control of the C.P.R. Co. which has re-organized the service, and now the transportation offered from Vancouver to the north is adequate for the western terminus of the great Canadian trans-continental line. The former Skagway service of the C.P.N. Co. consisted of the steamers *Danube* and the *Amur*, occasionally augmented by the *Tees*. These vessels used to call at Vancouver when going north, but not always on the way down. Two steamers, the *Islander* and the *Ha Ting*, have been put on the Vancouver-Skagway service. The *Islander*, a handsome and comfortable steel steamship built some years ago in Scotland for the C.P.N. Co., has long been on the Victoria-Vancouver run. She has been thoroughly overhauled and refitted. From upper deck to keelson she is as trim a vessel as floats, and well deserves the position of flagship of the C.P.N. fleet. Already she has made three trips, and has been so well patronized that every expectation of the management has been realized. The *Ha Ting* has been made a sister ship to the *Islander* as far as possible in every way. She is a steel steamer almost the equal of the *Islander* in size, and the alterations made in her render her as well appointed and comfortable as unlimited expense can make her. New deck houses, with increased state-room accommodation, have been built, and the whole vessel has been thoroughly overhauled, repainted and refitted, and all the furnishings have been renewed. The other vessels of the C.P.N. fleet, the *Danube*, the *Amur* and the *Tees*, run from Victoria, calling at Vancouver en route, making an alternate service with that of the other two vessels, so that the transportation from and to the ports of B.C. is thoroughly well looked after. In addition to these the C.P.N. Co. has one or two freight vessels which take any surplus cargo offering, so that at no time is there any congestion. In addition to the C.P.N. Co. the Pacific Coast S.S. Co. has two vessels, the *State of California* and the *City of Topeka*, which make regular calls on both up and down voyages, and the vessels of the *Dodwell* lines also make a call occasionally.—Trade Budget.

**Inspection of Coasting Vessels**—By a recent Order-in-Council all vessels engaged in carrying freight in the coasting trade of Canada, but registered elsewhere, shall have the provisions of the Steamboat Inspection Act of Canada applied to them. If such vessels have been inspected by a surveyor of the Imperial Board of Trade, the English Lloyds, the Bureau Veritas (French Lloyds) and the British Corporation for the Survey and Registration of Shipping, for the current year, they will not be required to be inspected by the Canadian inspectors for 12 months.

### Among the Express Companies.

The Dominion Ex. Co. has opened the St. Basil and St. David stage route between St. Basil, N.B., and St. David, N.B.

The Dominion Ex. Co. has opened a route on the Lac du Bonnet Branch of the C.P.R., between Molson and Lac du Bonnet, Man.

The Dominion Ex. Co. has opened offices at Kavanagh, Alberta, Beasley and Loop, B.C.; St. David, Me., and at Baden, Delta Jct., Carey, Lac du Bonnet, Milner and Six Mile, Man.

Since July 1, no U.S. revenue stamps are required on receipts issued by express companies in the U.S. for goods received for transportation, and no stamps are required on live stock contracts, on telegrams, or on money orders payable in the U.S. For money orders issued in the U.S. and payable in Canada or Europe 2c. in revenue stamps must be affixed to each order.

### Telegraph and Cable Matters.

The first land station for wireless telegraphic purposes in Canada is being fitted up at West Point, Anticosti island, under the charge of D. H. Keeley, Superintendent of Government Telegraphs.

Offices have been opened on the newly-completed Government telegraph line from Port Simpson to Hazleton at Skeena canyon and Port Simpson, the rates from Vancouver, via C.P. telegraph, to Ashcroft being \$2.25 and 15c. to Skeena canyon, and \$2.75 and 19c. to Port Simpson.

The cable repair steamer *Mira* sailed from Halifax, May 1, to repair a broken Western Union cable in mid-ocean. One end of the broken cable was secured on May 16, and the other on June 1, in a depth of 15,000 ft. The cable was spliced in a few hours after the second end was found. It is claimed that this establishes a record for deep sea repairing.

Postmaster-general Mulock, in the course of a recent interview in Melbourne, Australia, said the Canadian Government was now considering the question of laying a cable between Canada and Great Britain, and was also considering the practicability of securing the land lines. Should these things be done rates would be charged which would surprise Australians.

The str. *Tyrian*, which is under charter to the Dominion Government as a cable-laying and repairing vessel, has been fitted with the Marconi system of wireless telegraphy for experimental purposes in the Straits of Belle Isle. She is now laying the 22 miles of cable to connect Belle Isle with the shore end of the Gulf telegraph system at Chateau Bay, after which she will repair the northern cable from the island of Anticosti to Quebec, and lay five miles of cable at the Magdalen Islands.

The Ottawa Board of Trade has issued a circular letter to boards of trade and other public bodies throughout the Dominion, asking them to co-operate in an agitation for a complete system of government-owned telegraph and cable lines within the British empire. It is claimed that Canada is the only one of the great divisions of the empire which does not now own all her own telegraphs, and that with such lines nationalized, the completion of the Pacific cable, which is to be laid by the British Government, Canada, Australia and New Zealand, and the laying of a cable from Canada to Great Britain by the Canadian Government, two-thirds of the globe would be girdled by state-owned British telegraph and cable lines. To complete the all-world British system, the following lines would then have to be constructed:—1. From Western Australia via Cocos Island and Mauritius, to South Africa, with branches to India and Singapore, 9,100 miles. 2. From South Africa via Ascension and Barbadoes, to Bermuda, thence to Canada and the United Kingdom, 6,600 miles.