

The str. Rideau Queen, being built at Kingston by the Rideau River Navigation Co., is expected to be ready for service by June 1. The saloon, state-rooms, & dining-room will be finished in fine wood, & will be handsomely furnished & upholstered. There will be single state-rooms & family suites, each one supplied with water & electric lights. The dining-room will be large, well ventilated & furnished with handsome electric fixtures. It will be much larger than that on the str. James Swift. A smoking-room will be situated on the upper deck near the wheel-house. The Co. intends advertising the Rideau extensively this season, & with the two vessels, the Rideau Queen & the James Swift, in use, expects to improve the service. The Rideau Queen has been designed chiefly for passenger traffic. She is 111½ ft. long, 28 ft. 4 ins. beam, 7½ ft. deep, 4½ ft. draught aft & 3½ ft. forward. It is likely the two vessels will be run so as to arrive in Kingston in the morning, instead of at night, as formerly.

The Northern Navigation Co. of Collingwood, which last season absorbed the "White" & the "Black" lines of steamers running on Georgian Bay, Lake Huron & Lake Superior, has taken over the Beatty line of boats, which has been run by the Northwestern Transportation Co. of Sarnia. The Beatty line steamers will go on the route from Sarnia to Duluth, while the other steamers belonging to the Co. will ply on the other lakes. President Jas. Scott, of the Northern Navigation Co., says: "We have purchased a controlling interest in the Beatty Line, & hereafter it will be operated in conjunction with our steamers. The Northern is now the chief factor in the lake passenger trade on the Canadian side of the upper lakes. It is a trade that is developing very rapidly & that is but in its infancy. We expect that it will have a great future & wish to hold it in Canadian channels, knowing how difficult it is to change routes after they are once established. Plans are being prepared for a steamer to be built at a Georgian Bay Port, & we expect to have them before us for action very soon. It is our expectation that at least two new vessels will be required at once to handle the Co.'s business."

British Columbia Shipping.

M. Martin, of Vancouver, is building the hull of a steamer there for the Canadian Caning Co. She will be 90 ft. long over all, 17 ft. beam & 8 ft. deep.

The steamer for Fraser River service, which is being built at New Westminster for Capt. McKean, is about completed. The machinery is being supplied by the Polson Iron Works, Toronto.

The Canadian Pacific Navigation Co. has created a new issue of debenture bonds amounting to \$250,000, bearing interest at 6% & repayable in 13 years from Feb. 15, 1900. Bonds to the amount of \$100,000 are for sale by the Bank of British Columbia.

T. W. Paterson, of the Victoria & Sidney Ry., has had a passenger & freight steamer,

the Iroquois, built at Port Moody, to give a daily service to the islands between Sidney & Nanaimo. She is 82 ft. long, 21 ft. beam & 8 ft. deep, tonnage 94 net. The boiler & engines were built by the Polson Iron Works, Toronto. The engines are compound condensing, 22 x 16 & 10 x 16, giving a speed of 10 to 12 knots. Capt. Cavin, late of the Lapwing, has been appointed to her.

Yukon & Northern Navigation.

The Dominion Government has granted permission for goods destined for Dawson to be carried in U.S. bottoms via St. Michael's.

The str. Cutch arrived at Vancouver from Skagway April 9 with the news that the Yukon river is open, the breaking-up taking place three weeks earlier than usual.

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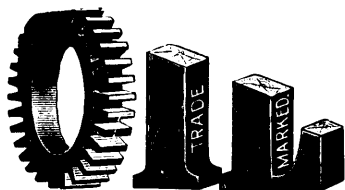
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