

time ago, will not be reached. A general shortage of mining labor in the Lake Superior region & high grain freights are the causes of restriction in ore. The output will probably not exceed 13,500,000 tons. There is satisfaction in the shortage to both ore & vessel interests, however, as it means reduced stock piles on Lake Erie docks next May. Rates on ore up to this time have been held down to 75c. from the head of Lake Superior, 60 to 65c. from Marquette & 55 to 60c. from Escanaba, but at these figures, which are lower than the grain rates, the ore shippers have secured only a small part of their share of vessel capacity during the past 10 days. It is more than probable that quite a little chartering could be done from the head of the lakes at 80c. if vessels were to be had at that figure.

Yukon Navigation Matters.

The 2 sternwheel steamers, Dalton & Walsh, built at Port Blakeley, Wash., for the C.P. R., for the Stikine trade, but which did not go into commission owing to the slump in Yukon traffic, are to be wintered in the fresh water of the Fraser River, opposite New Westminster, where another C.P.R. steamer has been moored for some time. The Dalton is a passenger boat with accommodation for 200, & the Walsh was built to carry 300 tons of freight.

In our Sept. issue we mentioned that the Canadian Development Co. was running the steamer Anglian between Teslin Lake & Fort Selkirk. She made 1 trip from Teslin Lake to Dawson & 2 trips from Dawson to White Horse, & was returning to Teslin late in the season but could not ascend the Hootalinqua & had to turn back. On the way down she struck a rock & was beached at the mouth of the Hootalinqua. Capt. Foster, of Victoria, who took the steamer Canadian to Dawson, was sent to the Hootalinqua to attempt to float the Anglian, & to get her to Fort Selkirk for winter quarters.

A despatch to the Globe, dated Teslin Lake, Sep. 8, said:—"The last detachment of the Yukon force & supplies reached Teslin Aug. 24. The steamer Anglia, due by contract Aug. 25, not having returned, the remainder of the force, numbering about 140, with the officers & 3 Victorian Order nurses, left Teslin for Selkirk, a distance of 400 miles, in scows & small boats. Four large scows, with about 13 tons of freight, & 5 small boats constituted the fleet. The scows when loaded with supplies drew about 18 in. of water, & were navigated with sails & oars. Capt. Thacker, in a small boat, went half a mile in advance, seeking a channel; Major Young came 2nd, & was in signal communication with the 1st boat. There was a space of 100 yards between each scow, each being in charge of an officer & carrying about 30 men. The procession was considerably over a mile in length. It is expected an average of 25 miles per day will be made, & that a camp will be made on shore each night. Selkirk is expected to be reached in about 15 days. The down-river current on the Hootalinqua is 4 miles an hour."

Another dispatch, dated Dawson, Sep. 16, said:—"The scow fleet, carrying the main body of the Yukon force & supplies, have reached Selkirk, all well. The trip, 450 miles, was made in 13 days. The river was beautiful & navigation excellent. On Sep. 1 the steamers carrying the winter supplies were reported at Rampart, 700 miles below Dawson. They will probably arrive before winter sets in."

There is war among steamboat men, & if the breach widens much further the rates will be down so low that it will be cheaper to travel than to stay at home. Since the disruption of the Puget Sound Steamship Association in

September the breach between the different companies has been steadily widening, until now from day to day there is no prophesying what passenger rates between Victoria & Vancouver & Lynn canal will be. The smaller companies have, in the main, stood by the first Skagway cut to \$25 & \$15 for 1st & 2nd class, which went into effect when the Association was dissolved, but it seems that the Pacific Coast S.S. Co. has stolen a march on them & been getting business at a much lower rate. The rates now quoted by them are \$15 & \$10 to Skagway & Dyala, & \$12 & \$8 to Juneau. The competitors soon found out that a cut had been made, & immediately met their rivals. Some have, it is said, gone the P. C. S.S. Co. one better, & there is promise, a well-known steamship man says, of more slashing, & people who have been watching the progress of events say they should not be surprised if one could soon go to the head of Lynn Canal for \$5, & have the best cabins at that. The rates down the inner passage have not had a fixed ratio in many weeks. Any figure that will sell tickets seems to have been the controlling influence of agents, & some passengers are known to have been brought to Victoria from Skagway for \$10 1st class. The Alki carried a number for \$12 & \$7.50 1st & 2nd class. The local agent at Skagway explained that the cut was made as a special rate to a crowd of railway men.

Should the rush northward of last spring be repeated next spring there will be no stronger competition in the transportation than that which the C.P. Navigation Co. has for the last year been making preparations for. The Co.'s fleet will probably be no larger next year than it is now, but it will be much better equipped & suited to the handling of crowds. The Danube was the first to receive attention after last spring's rush & her overhaul & improvements effected every part of the ship. Her deck-house was enlarged & alterations internally were made so that her passenger accommodation would be greatly increased. Afterwards, the Islander was laid up & considerable money expended in improving her. Now the Tees, which has been a busy ship from the day she arrived from England, is to be treated somewhat after the fashion of the Danube. Her deck forward is to be done away with & the little house on the after deck extended to where the pilot house is now, so that when the alterations are complete the upper works of the Tees will be very similar to those of the Danube. In addition to these 3 ships the Co. has now the Queen City & Beaver, neither of which were in service last spring. There are, too, belonging to the Co.'s fleet, the Yosemite, the R. P. Rithet, Charmer, Willapa, Transfer & Maude. The Yosemite has replaced the R. P. Rithet on the Fraser run & the latter has been retired to winter quarters.

Although the Pacific Coast S. S. Co. has cut B.C. out of its Alaska schedule, it has practically decided to reverse its decision to have its northern steamers give Victoria the go-by. The Puget Sound Superintendent of the Company was in Victoria recently looking over the situation, & came to the conclusion that the prospects for business from that port were too good to allow the boats to pass by.

There has been much talk on the part of the Boston & Alaska Transportation Co. of putting the Laurada on the Honolulu-Seattle route. Recently it was announced that she would not go to Honolulu, but was to make a trip to Vladivostok & other Siberian ports with freight. It was stated that she was to leave as soon as repairs were completed & the cargo taken on board. It now seems that the Co. has changed its plan, & intends to put her on the Lynn Canal route. There are at present 8 steamers on the run. The presence of another vessel is unwelcome to the other companies.

The Victoria steamer Barbara Boscowitz, was driven on a rock 4 miles above Kitkatlah, Sept. 16, while on her way northward, by the swift current, & is a total loss. At high tide she is all but covered. The passengers, crew & most of the freight were taken ashore in Indian canoes, the salvage party being still aboard when the Boscowitz keeled over & sank, until she rested on the rocks with only her upper works visible. She was built in Victoria in 1883 & was 120 ft. long, 23 ft. beam, & 10 ft. hold. She was built by Capt. J. D. Warren, her present owner, although she has not been in his possession ever since, having been sold about 12 years ago to Capt. J. S. Williams, for \$20,000. He cleared \$22,000 on her the first season. She was a money maker from the day she was launched.

The little Lynn Canal steamer, Lady of the Lake, one of the Pacific Coast Co.'s Northern fleet, lies on the rocks off Haines Mission, probably a total wreck. She went ashore in one of the storms that swept along the South-eastern Alaskan coast late in September. She was on her way to Skagway with 2 big barges in tow. The wind was so strong that she was compelled to anchor, but still held on to the barges. The wind veered round & her anchors began to drag. There was no way to keep her off shore & she went on the rocks taking the barges with her. The crew escaped with some difficulty. She may be raised, but she is under water entirely at high tide. The barges were not badly damaged. She was an 80-ton steamer of considerable power. 68 ft. long & 16 ft. beam. She was built at Seattle in 1897 & was considered a staunch craft.

The C.P.R. Co.'s steamer Yukoner is said to have made the fastest round trip in the history of the traffic between St. Michael & Dawson, doing it in 30 days, 14 days being occupied in going up the river, 9 days tied up at Dawson & 7 days returning. She was under command of Capt. J. Irving, the Co's Manager. The Midnight Sun says, that when leaving Dawson, the Yukoner backed out, & under full steam turned completely round, going ahead at a rapid rate. It was a fancy trick of Capt. Irving, & showed what could be done with her. On returning to St. Michael, Capt. Irving sold the Yukoner to P. Galvin for \$50,000.

Advices received at Vancouver, Oct. 11, stated that navigation on the Yukon had closed. The last steamer to leave for St. Michael was the Sarah. The steamer James Domville went aground near Rink Rapids & the steamer Clara is aground in a slough close to Indian River. Both steamers were going up the Yukon.

Three men left Lake Bennett, just over the White Pass, 5 months ago, in a galvanized iron boat 25 ft. long, rivetted & soldered, which they made themselves. In this they went down the Yukon, shooting White Horse Rapids, & calling at Dawson only for provisions. Nine hundred miles further along they replenished supplies at St. Michael's & continued their voyage across Behring Sea to Unalaska. Thence they were sailing to San Francisco, when overtaken by a gale which cost them their provisions. The Viva picked them up off Clayoquot, & they went in to re-outfit. Their voyage in the open boat covers more than 8,000 miles.

It is stated at Tacoma, Wash., on good authority, that the Northern Pacific S. S. Co. is arranging to put under the U.S. flag 6 British steamers which it is operating to China & Japan from Tacoma. These steamers include the transport Arizona, which was sold to the Government last July; the Tacoma, Olympia, Columbia & Argyle. It is believed that the Arizona will be transferred back to the Northern Pacific at Hong Kong when the Government no longer needs her.