

The officers will be Capt. H. Esford; Engineer, W. Black; Steward, F. M. Hepburn.

At a meeting of directors, July 13, it was decided to build a sister vessel to the Toronto, precisely similar for the same route, to be ready next year.

The Co's steamer Caspian, plying between Clayton, N.Y., & Montreal, ran into the Twin Islands, opposite Thousand Island Park, in St. Lawrence River, July 7. She was taken to the Kingston dry dock, when it was found that about 6 ft. of her forefoot was damaged. The damage was very slight, considering the force with which she ran on the shoal. The Caspian, formerly called the Passport, was built in 1845.

The Corsican, with about 135 passengers on board, had a trying time in the Lachine Rapids July 8. She passed Lachine at 6.35 p.m., with the intention of running the rapids, but in a few minutes a storm came on in full force. The Captain & Pilot, when near the head of the rapids, decided not to run them & the boat was turned round in the strong current, under full steam. It was with great difficulty she was kept in position for nearly an hour owing to the storm, but finally was got back to the landing-place at Lachine. The Corsican runs between Kingston & Montreal, & the Pilot, Alfred Ouellet, who had charge of her from Cornwall down, said it was the worst storm he ever had to contend with. The lifeboats were displaced by it, & several chairs were blown from the deck where passengers had been sitting a few minutes previously.

The Co. has returned to the 4 days a week service on the Saguenay River, instead of the daily service, the reason stated being that the Government has withdrawn the extra subsidy for a daily mail service. Boats now leave Quebec Tuesday, Wednesday, Friday, & Saturday.

Capt. T. J. Craig has been appointed Superintendent of the Thousand Island district, & will have the management of the steamers Columbian & Caspian.

On July 1, just after the steamer Corsican had cleared the Long Sault Rapids, about 12 miles above Cornwall, the iron tiller of her rudder broke & the crew lost control of the steamer. The anchors were quickly hove overboard, & holding well, the vessel swung round with her head up stream. The hand-steering gear was rigged, & with this the boat proceeded to Cornwall under half steam.

The double service between Montreal & Kingston has been withdrawn. Heretofore two steamers left Montreal daily for the western port, but now there is only one, this being considered sufficient for the business.

The Co. has restored the rates between Montreal & Toronto. When the season opened the rate was made \$4.50, including meals & berths, in order to compete with the railway rates. As no difference was noticed in traffic, as compared with previous years, the rates have been restored, & now they are as follows: From Montreal to Toronto, with meals & berth, \$8. From Toronto to Montreal, not including meals & berth, \$10; round trip, including meals & berth, westward, only \$16.70. The fare by the steamer Hamilton will remain for the present at \$4.50.

The Owen Sound Times recently stated that it had been decided to transfer the management of the C. P. R. Upper Lake steamers from Montreal to Owen Sound, & that Lincoln Smith, chief clerk in the office of the Superintendent of Steamships in Montreal, A. Piers, had been appointed Manager. There is not the slightest truth in the statement. Mr. Piers has simply transferred the book-keeping department of the lake steamers from Montreal to Owen Sound in charge of Mr. Smith, who will do his work at Owen Sound instead of in Montreal.

Thousand Island Steamboat War.

On July 15 the Richelieu & Ontario Navigation Co. declared war against the American Line & started competing boats to cut rates in the Thousand Island district. The R. & O. Co. took the Columbian & Caspian from the Montreal-Kingston route & put them on the Thousand Island route, which had hitherto been left to the American Line. The cut in rates amounts to about 75 per cent.; for instance, the R. & O. put into effect a rate of 25c. from Kingston to Alexandria Bay, calling at Gananoque, for which run the American rate was 75c. The new service will extend from Kingston to Ogdensburg, N. Y., including all intermediate points in the Thousand Islands, & it is said that if the R. & O. Co. finds it necessary it will carry passengers free. The R. & O. Co., in meeting the competition of the American Line, did not desire to cut the rate from Kingston to Montreal, as that would mean a reduction in the rate between Toronto & Montreal, on which route it has about all the business it can handle. It was decided, therefore, to go into the territory hitherto occupied almost exclusively by the Folgers, and cut the rates between Kingston, Ogdensburg & local points in the Thousand Islands.

The American Line was organized last year by the Folgers, of Kingston, who are said to be the principal parties behind it, although they are supposed to have some backing from the New York Central Ry. At first there was only one boat, the America, running between Clayton and Montreal. This season, however, it was decided to extend the operations of the line, & give a daily service between the points mentioned. Two boats were placed on the route, the United Empire & the New York. The latter was formerly called the Shrewsbury, but was rebuilt in Buffalo last winter, & renamed. The American Line has a traffic connection with the New York Central, which issues through tickets via the American Line to Montreal.

The General Manager of the R. & O. when asked for an explanation respecting the move said: "Self protection alone has compelled us to take this step. The American Company, not satisfied with its own territory, invaded ours. It attempted by every means to steal our business. The time has arrived for us to strike back. We will maintain the best service between the two points, & will call at other points, including Clayton & Alexandria Bay."

Another director of the same company said: "The American line is really owned by the Folgers, the monopolistic owners of steamboats in the Kingston district. For a period they respected our territory & we respected theirs. Last season, however, they ran boats twice a week between Alexandria Bay & Montreal. This year the Co., still further enraged by our refusal to buy 2 of their boats offered to us, began a daily service. Their experiment of running their boats ahead of ours proved a great failure. We make better speed, & our boats reach here at a more seasonable hour. Last night, for instance, their boat carried 9 passengers to Montreal, while ours numbered 141. Our captains in the new competing territory in the Kingston district have been instructed to accept business even if at a sacrifice. The district in the summer time is one of excursions, & we are bound to secure all of them even if we have to carry the passengers for nothing."

At the recent annual convention of the American Society of Railway Superintendents at Alexandria Bay, Mr. Folger in speaking said: "On an occasion of this character it is fitting that something new should be told you, and so I will announce here for the first time that a company has already been formed by the strongest men of this country to carry the shields that we bear to Quebec & the

Saguenay, & to furnish a service there as we have here, to make the hearts of the tourists rejoice; & I wish it understood by this assemblage & their association that our hospitality to it will be as broad & as long as our route."

In reference to this the General Manager of the R. & O. Co. said: "The Saguenay project of our rivals is easier said than done. Talk is cheap. To become our competitors in the lower river traffic would require an investment of at least a million dollars. The capital represented by the American line in the Kingston-Montreal service does not exceed \$30,000. The boats were bought for a song, & the only improvement has been the addition of some interior fittings. We are having a daily walk over in the carrying of tourists from the Thousand Islands to Montreal. Yesterday, for instance, the Columbian left an hour behind our rival, the Empire State. We overtook them before Brockville was reached, and got out of Prescott 10 minutes ahead. We reached Montreal at 6.20, beating them by an hour. Our passengers all succeeded in making connections with the Quebec boat."

OCEAN, LAKE & RIVER.

British Columbia & The Yukon.

The Secretary of the U.S. Treasury has appointed Capt. G. Whitney Inspector of Steam Vessels & Hulls, & C. F. Lehnrs Inspector of Boilers for the district of Alaska.

The river steamer Casca was thrown against the walls of the Stikine canyon as she was returning to Wrangel on her first trip. Her stem was smashed & a big piece of her guard broken off.

A press item to the effect that the C.P.R. Empress steamers are to be managed from Vancouver is without foundation. The management will remain in Montreal in the hands of Superintendent Piers.

The Bennett Lake & Klondike Navigation Co. has had 3 steamers built at Bennett, under the direction of W. H. T. Olive, of Victoria, & is running them between Lake Bennett & Dawson City, Yukon. One of them makes the trip from White Horse to Bennett, 120 miles, against the current, in 10 hours. Each boat has capacity of 60 passengers & 40 tons of freight.

The Polson Iron Works Co., Toronto, is building for the C.P.R. 2 fore & aft compound jet condensing engines with Clyde boilers, to be placed in tugs which that Co. is building on the Kootenay Lakes. One of the engines has cylinders 10 x 22 ins. x 16 ins. stroke; boiler, 7½ ft., diameter; 10 ft. long. The other engine has cylinders 12x26 ins. x 18 ins. stroke; boiler, 8 ft. 4 ins., diameter; 10 ft. long.

The C.P.R. steamers Athenian & Tartar have been withdrawn from the Vancouver-Wrangel route, owing to the collapse or cessation of the Yukon rush. It is probable the Tartar will be placed on the route between Vancouver & Japan & China, the business on which has increased to such an extent as to require the service of another boat in addition to the three Empresses. The disposition of the Athenian is not yet announced.

Up to July 7 only 4 river steamers had come down the Yukon. The May West left Dawson June 19, & arrived at St. Michael's July 3, with 225 passengers. The steamer Hamilton left Dawson June 24, & the B.B. Weare June 25, both arriving at St. Michael's July 5, the Hamilton being in tow of the Weare, having broken her chains. The Hamilton had 109 passengers & the Weare about 15. The Yukon is unusually low this season, & boats that are already at St. Michael's have slight chances of reaching Dawson. When the Bella came down she passed 3 steamers stuck in