

Water Routes to Yukon.

A reliable correspondent, writing from Dawson City, Yukon, about the end of June, said: "The water in the Yukon River is about 6 ft. less than this time last year, & some of the people anticipate that most of the St. Michael's fleet will not be able to come up, though trading companies say the water will be higher in July, & that all their boats will arrive, & the first boats are expected about July 15. Several boats have arrived from St. Michael's which left there last fall & wintered at Circle City & lower down. The following steamers left for down the river: The Hamilton June 25, the P. B. Weare June 26, & the Bella June 27—all of these boats carrying in the neighborhood of \$1,000,000 each in gold. The first steamer to reach Dawson from Lake Bennett was the Bellingham, which came down in 7 days, & the A. J. Goddard was the next. She came down in 5 days, & is now on her way back to the White Horse Rapids with government mail & passengers. Above the White Horse she has a sister boat plying to Bennett, & if the trip from here to White Horse can be made against the stream, we figure it will make a wonderful difference to this country, as it is less than 600 miles from here to Skagway, while it is 1,700 miles to St. Michael's alone. There are at present steamers running on all the waters between here & Bennett, & it is figured that a person can come from Seattle & Vancouver in 10 days of actual travel—say 4 days from Vancouver or Seattle to Skagway or Dyea, 1 day to cross the pass & 5 days on boat—and it is expected that as soon as the steamers get into running shape this time will be cut into considerably."

Another correspondent writing from Dawson City, July 23, says:—"The first steamer from St. Michael's of this season's crop arrived here during the past week. She was drawing only 3 ft., yet got stuck for 4 days near Circle City. The river is yet very low, though not quite so bad as was anticipated a month ago. Anxiety still is felt as to the getting in of food. One of the best of the river steamers—the Hamilton—was badly injured on her down trip by getting on bars, & may be knocked out for the rest of the season. We have now 3 little steamers between here & White Horse Rapids, by which passengers can reach salt water in 8 days, & can get into Dawson in 5."

Faith Fenton sent the following to the Globe, dated McDougall Camp, Teslin Trail, 50 miles beyond Telegraph Creek, Aug. 9:—Col. Evans, with 80 of the Yukon force, including artificers, surveyors, & 2 ladies of the Victoria Order of Nurses, left Teslin July 21 direct for Selkirk by the steamer Anglian,

Capt. McDonald, owned by the Canadian Development Co. This is the first trip & the first steamer on the lake. It was expected they would reach Selkirk about Aug. 1. The steamer will continue her course to Dawson, & expects to make her return trip in 2 or 3 weeks, when the remainder of the force will be taken forward. The Anglian is a substantially-built boat, & carries 100 passengers & about 300 tons of freight."

The success of the steamers Ora & Goddard in making the trip down White Horse rapids to Dawson & return will revolutionize Klondike travel, says the Victoria Colonist. The steamers had no difficulty whatsoever on the down trip, making the run from White Horse to Dawson in 3 days, so that now a man should be able to make the through trip from Victoria in less than 10 days & the return trip in very little more. Mr. Macaulay, who came up on the Ora, making the trip from Dawson to White Horse in 5½ days, says this time can be greatly lessened now

stern-wheel steamer Iskoot, referred to in our June issue, pg. 106, as having been wrecked at West Inlet while on her way to the Stikine have been taken to Vancouver, where they will be utilized by Mr. Read in a stern-wheel steamer he is building there.

The steamer Manaueuse has taken the place of the C.P.R. steamers Athenian & Tartar, between Vancouver & Wrangel, Dyea & Skagway.

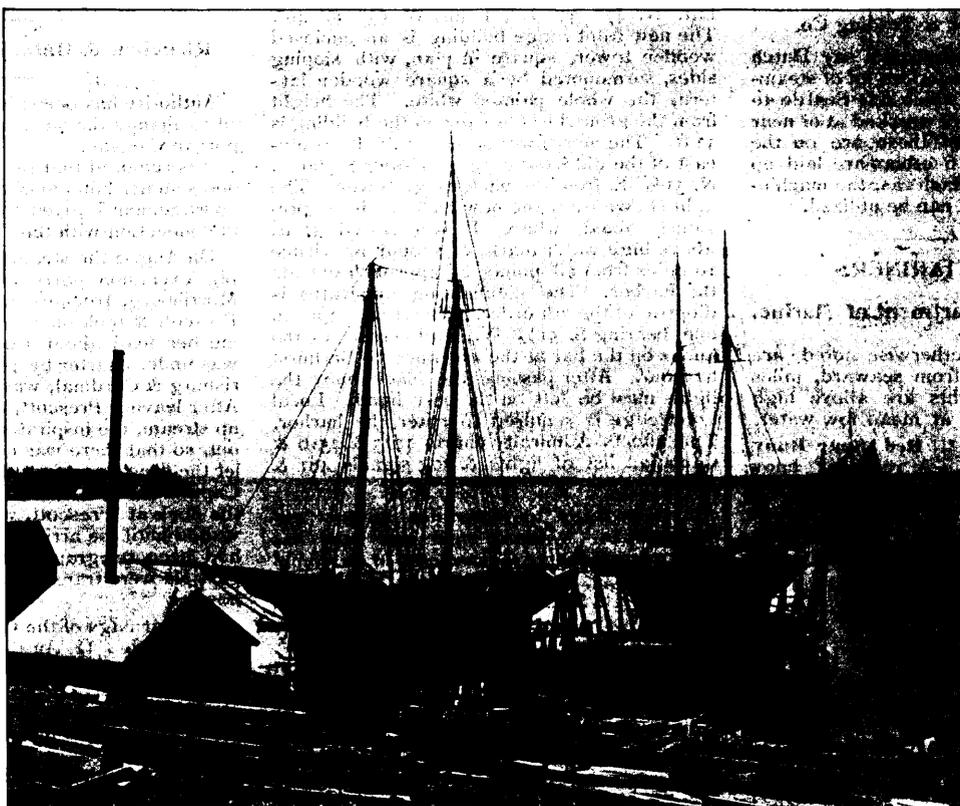
F. M. Rattenbury, Manager of the Bennett Lake & Klondike Navigation Co., was a passenger from Skagway by the steamer Tees, arriving at Vancouver early in August. He brought down \$15,000 in paper & about \$9,000 in gold—he had 600 ounces—the proceeds of the first two trips of the steamer Ora to Dawson City. He is assured that his Co. will reap a large harvest, for he is satisfied that the line is the best on the upper Yukon. At present the Co. has 2 stern-wheelers, the Ora & the Flora, running to Dawson, & arrange-

ments have been made with the Willie Irving, which practically gives 3 steamers on the route. The other vessel, the Nora, is running from Bennett to the White Horse, connecting with the other steamers. Mr. Rattenbury says scow after scow has been wrecked on the way down, & boatload after boatload of provisions lost in the swift-running river & lakes. Next summer his Co. will, in all probability, build 2, it not 3, other steamers for this service.

It is said a contract has been made with the Bennett Lake Navigation Co., of Victoria, B.C., for the carrying of Canadian & U.S. mails between Bennett & Dawson, Yukon, & that all classes of matter will be handled.

The upper river steamer, Joseph W. Clossett, was wrecked while shooting White Horse Rapids, Aug. 3. She was completed at Lake Bennett July 27, & started down river July 30. While trying to shoot the rapids the engineer failed to shut off steam at a critical point, & the steamer went on a rock. A gaping hole was torn in her side, & she sank in 18 feet of water. The passengers escaped to shore. The boat & freight will probably prove a total loss. The steamer was to connect with the Goddard & Kilbourne in the run to Dawson.

A Seattle dispatch, dated July 24, says:—"The steamer Kalamazoo, built by a party from Michigan, on Lake Bennett, last winter, was totally wrecked on Thirty-Mile River. The pilot ran her on a rock, & a great hole was torn in her bottom. The steamer & outfit on board will prove a total loss. This is the second steamer to come to grief on Thirty-Mile River after successfully running the dangerous White Horse Rapids."



MARINE RAILWAY AT LUNENBURG, N.S.

that the men know the river & the company is getting a supply of wood. On their trip, from 3 to 4 hours had to be spent every day gathering wood for the steamer, a delay that will not occur now that the Co. has sent men down to cut a lot & pile it on the banks. The only difficult place to navigate is Five Finger Rapids, through which the steamer had to be drawn by ropes attached to trees. Otherwise the trip was a pleasant one, the steamer a comfortable one. Capt. Ritchie, an old Mississippi navigator, was in charge on the first trip, but has given way to Capt. Bragg of Victoria. On leaving Dawson there were 62 passengers on board, but of these only 27 came through to Victoria, the others dropping off along the river to go prospecting.

Commissioner Ogilvie is taking to the Yukon an alco-vapor launch, 27 ft. long, & drawing 27 ins. of water. The engine is 7 h.p., & the boat can carry enough oil for 50 hours' run at full speed, & it carries 25 people.

The machinery, boiler & equipment of the