

will take the place of the Kootenay, which will go to Nakusp & be overhauled thoroughly, afterwards taking the place of the Lytton on the Arrowhead-Kootenay route. Then the Lytton will be used in the Big Bend of the Columbia River, running up as far as Death Rapids.

The C. P. R. Co. has made a new departure which ought to have the approval of the traveling public. Beginning with the Empress of Japan, east & west-bound, the steamships of this Co. will meet at Kobe, thereby giving the opportunity for a trip to Hong Kong & return, with a stay of something like 20 hours there. The steamers will lie alongside one another, travelers can readily be transferred, & hotel expenses can thus be avoided. This will cheapen a trip to Kobe considerably, as the charge of the Co., all meals & berths included, there & back, is only 18 yen.

The Hudson's Bay Co.'s new stern-wheel steamer Caledonia left New Westminster April 29 for the north under Capt. J. H. Bousser, who commanded the old Caledonia for 6 years. She will run on the Skeena until about the end of May, when the water usually becomes very high & remains that way until about the end of July. Between the two dates mentioned she will ply on the Stikine. The hulk of the old Caledonia is being transferred into a freight barge & will be used for this purpose in the river trade of the north. The second H.B. steamer, the Strathcona, followed her sister vessel a week later in command of Capt. F. Oden.

The C.P.R. Co.'s S.S. Islander was very unfortunate on a recent Alaska trip, meeting with 2 accidents. The first was on the up trip, when, on rounding Mary Island, she struck a rock, & lost all the blades of one of her propellers, & had to go on the beach at Douglas Island for repairs. The other accident was at Skaguay Harbor, where the steamer Willamette collided with her, & badly damaged the Islander. The Willamette is also stove in under the water line, but not seriously injured. The Islander was lying at anchor off the wharf when the Willamette, in endeavoring to make the dock, collided, smashing considerable of the wood-work of the Islander.

Navigation on the Upper Kootenay was expected to open April 16. The steamer J. D. Farrell, owned by the Kootenay River Transportation Co., was to start that day to make the first trip up the river from Jennings, Mont., to Fort Steele, B.C. The two steamers of the

International Transportation Co., the North Star and Gwendolin, will at once begin making regular trips between these two points, thus giving almost a daily boat service to Fort Steele. The service on the Upper Kootenay will be much better than in former years, the boats comparing favorably with those of Kootenay Lake. The remarkable growth of trade on this river may be judged by the fact that 3 years ago there was but 1 boat between Jennings & Fort Steele—the little steamer Annerlee, of 25 tons burden. Now there are 3 steamers, with a total capacity of nearly 400 tons.

The tramp steamers & "wind-jammers" which come to Victoria, Vancouver & Puget Sound need not remain long unchartered, for if they do not secure charters to carry lumber from the British Columbia & Puget Sound mills, or grain from Tacoma, they can go into service carrying rails to Japan. The Japanese are at present importing a great quantity of rails. They have decided to build many railways & orders have been placed with various steel works for a supply of 50,000 tons. A large amount of these rails have been forwarded to Vancouver over the C.P.R., & from Vancouver they will be shipped to Kobe. The British ship Cressington, which arrived in April, took a full cargo. The steamers Devonshire & Ard are loading at Tacoma on account of the Northern Pacific S. S. Co., & the steamer Alton, another large tramp, is expected to arrive there shortly from the Orient to load a similar cargo. A great pile of these rails are awaiting shipment at Tacoma ever since January. According to the computations of the railway officials, more than 100 solid trainloads have been shipped from the Illinois Steel Works alone. Other big shipments have been made from other Atlantic, Gulf & Pacific coast points.—Victoria Times.

The Maritime Provinces.

The N.S. coasting steamers came out of winter quarters unusually early this spring.

P.E. Island is calling for more satisfactory winter service with the mainland than the Stanley gives.

The new fast boat, Express, of the Yarmouth S. S. Co. is being fitted in Liverpool, Eng., & will leave to come out about May 20.

The Minister of Public Works has given permission for the dredge Cape Breton to finish the uncompleted dredging at St. John, N.B., wharves.

The Vega, lately purchased in New York by the Sydney Ferry Co., will be in command of Capt. Micheau & perform the Mulgrave & St. Peter's service.

G. F. Baird has purchased the side-wheel steamer Martello, which formerly ran between St. John & Annapolis, & will run her between Dalhousie, Campbellton & Gaspe.

The Maritime Transportation & Salvage Co. has purchased the steamship Hiawatha, & put her on a semi-weekly route between Halifax, Port Medway & Liverpool, leaving Halifax on Mondays & Thursdays.

The Canadian fishery protection fleet for the fishing grounds on the Nova Scotia coast & in the Gulf of St. Lawrence now carries machine guns as part of its equipment. The sailing cruisers Kingfisher & Osprey have each received two Gatlings.

The new ferry steamer Chebucto for the Halifax & Dartmouth service is still at the Azores, on her way from Europe, no captain appearing anxious to bring her across the Atlantic, so that the Ferry Co. is at the mercy of the contractors, no date for delivery being in the contract.

The Lunenburg Marine Ry. commenced operations last March & has been doing a good business, averaging nearly 2 vessels a day. The test required by the contract was satisfactory, being made with a 200-ton schooner, the T. W. Holden, with part cargo, making about 450 tons dead weight.

Two vessels owned by the Shubael Dimock & Sons' estate at Windsor, N.S., were recently sold. The schooner Newburg was sold to the Gypsum Packet Co., & the vessel will be used for carrying plaster from Windsor to New York. The schooner Clifton was sold to R. H. Cann, of Louisburg, C.B., to be used in the coal trade between Louisburg & Boston.

The City Council of St. John, N.R., has ratified the winter port agreement with the C.P.R., & pledged itself to provide the Manhattan Steamship Co. with the needed piers for steamers to be run this summer from New York to St. John. The intended arrangement may be disturbed, however, for the U.S. Government has taken over 2 steamers under lease to the Manhattan Co.

The S. S. Boston, of the Yarmouth S. S. Co., is undergoing repairs & getting fitted up for the summer's work, & the S. S. Yarmouth is running in her stead. The Boston made a splendid record during the winter, having

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