

Dominion Atlantic Ry. Co.'s Steamers.

The steamers being built by the Earle Co., on the River Humber, Eng., for the Dominion Atlantic Ry. Co.'s service between Yarmouth, N.S., & Boston, Mass., will be called Prince George & Prince Arthur. They will be identically the same, measuring 300 ft. long, 38 ft. beam & 15 ft. draft. The nominal horse-power will be 6,500, nearly double that of the Prince Edward, now in the service. The speed of the new boats will be 21½ knots on a measured course, with a guaranteed speed of 19½ knots at sea in any weather. This will greatly reduce the time now occupied in making the run between the two ports. They will be lighted & heated by electricity. The machinery is of the very latest pattern, the Schlick-Yarrow, Tweedie system. It is understood this is the first time this system has ever been in use on this side of the Atlantic. When these boats are completed a daily service will be inaugurated during the summer months. At the close of the season the Prince Edward will be hauled off the route, & used as a spare boat, relieving the Prince Rupert, now in the Co.'s service between Digby & St. John, N.B., or the two new boats. The Prince George, the first of the steamers, will be out June 15, & will be commanded by Capt. McGray, of the Prince Edward. The other steamer will be in commission a month later.

The Lake Fleet.

A report of much interest on commerce on the Great Lakes has been prepared by G. G. Tunell, under the direction of the Bureau of Statistics of the U.S. Treasury Department. The fact is brought out that in the earlier years the commerce passing through the Detroit River was nearly equal to the total movement on the lakes. This is no longer the case, & the commerce passing through the river is not as good an index of the whole movement on the lakes as formerly, owing to the increase in recent years of business between Lake Superior & Lake Michigan ports. In 1873 the freight tonnage, as registered by the movement through the Detroit River, was reported to be 9,000,000 tons, while in 1896 it had increased to 27,900,520 tons. The growth of the U.S. lake fleet is regarded naturally as furnishing the most satisfactory evidence of the growth of traffic upon the Great Lakes. It is pointed out that from 1868 to 1872 the lake fleet did not quite maintain its own, but it then made rapid gains until 1875, when the total tonnage stood at 587,234 tons. After this there was a decline until 1879, when it stood at 552,602 tons. In 1880 there was an increase to 557,942 tons, & in 1886 the tonnage amounted to 690,359 tons. A new era in lake transportation began about that time, & the development has since been so marked that the total tonnage now is 3,326,592 tons.

The Yukon Trade.

Writing from Victoria on April 18 to the Toronto Globe, S. T. Wood said: The policy of the U.S. Government, directed, as it has been, by the influence of men personally interested, has been of late a continuous source of irritation. Senator Perkins, whose name has become so prominent in the course which has tended to injure the trade of Canada's western ports, is known on the coast as the head of a steamship company. For years his company has had a monopoly of the coast trade northward, & that comfortable state of affairs has continued so long that he regards the Canadian business springing up last year as an encroachment on his preserve. There are efforts to prevent Canadian transshipment in bond to shallow-draught vessels at Wrangel, to protract the obstructions at Skagway & to

cripple in other ways the Canadian trade. The ostentatious rejoicing at Seattle & Tacoma over the defeat of the Stikine railway bill has made merchants here suspicious as to the action of the U.S. Government regarding the transshipment of goods at Wrangel when the shallow-draught boats begin to run on the Stikine. It is feared that the ingenuity of obstruction now directed toward the passes at the head of Lynn Canal will be brought to bear on Wrangel to the detriment of Canadian trade. This may seem like borrowing trouble, but it is a feeling which has tended to keep stocks low in some out-fitting establishments.

Canadian Pacific Navigation Co.

General Passenger Agent Baxter informs us the Co. has the following boats engaged in the Alaska, Yukon & Stikine trade:

OCEAN STEAMERS.	Tonnage.	Length.	Pass.	Capacity
Islander.....	1495	242 ft.	600	
Danube.....	887	220 "	250	
Tees.....	600	165 "	150	
Princess Louise..	922	180 "	250	
Willapa.....	500	136 "	150	
Queen City.....	450	117 "	100	
RIVER STEAMERS.				
R. P. Rithet.....	817	177 ft.	400	
Transfer.....	264	110 "	100	
Yukoner.....	500	176 "	400	
New steel steamer for Stikine...		146 "	400	

The steamers *Islander*, *Danube*, *Tees*, & *Princess Louise* run regularly to Wrangel, Juneau & Skagway. The *Princess Louise* & *Tees* call at all B.C. ports in addition. The *R. P. Rithet*, *Transfer* & the new steel steamer will run regularly on the Stikine River as soon as navigation opens, making connection with ocean boats at Wrangel. The *Yukoner* will run from St. Michael's to Dawson City & Yukon ports during navigation season on the Yukon, making connections at St. Michael's with the steamer *Danube* which will leave Victoria on or about June 10.

Car Transport in Canadian Vessels.

Assistant Secretary Spaulding, of the U.S. Treasury, addressed the following letter to the Collector of Customs at Detroit, Mich., April 22: "This Department is in receipt of your letter, inclosing a request made by the Agent of the Grand Trunk Railway at your port that he be permitted to send to Windsor, Ont., cars which, with their contents, are to be put into a boat in Windsor & brought back to Detroit at the Wabash slip, stated to be down the river from the starting point, the object being to avoid the delay & expense of transferring the cars to the Wabash depot by a belt line which runs around the city. The Co. desires to use the privilege both ways. The Department has to state that, regardless of the question whether the proceeding would unduly endanger the revenue, it is of opinion that the privilege can not be allowed without further legislation, especially in view of the provision of the Act of Feb. 17, 1898, relating to transportation in analogous cases."

The "Soo" & the Suez Traffic.

Following is a comparative statement of the traffic of the Sault Ste. Marie & the Suez canals for the past three years:

	SAULT STE. MARIE CANALS.		
	1897.	1896.	1895.
Number of vessel passages.....	17,171	18,615	17,936
Tonnage, net registered.....	17,619,933	17,249,418	16,806,781
Days of navigation.....	234	232	231
	SUEZ CANAL.		
	1897.	1896.	1895.
Number of vessel passages.....	2,986	3,409	3,434
Tonnage, net registered.....	7,899,374	8,560,284	8,448,383
Days of Navigation.....	365	365	365

To Enforce Coasting Laws.

The Dominion Government proposes to strictly enforce the coasting laws, & instructions have been sent to all customs officials to carry out the regulation which says: "Foreign vessels shall not take freight or passengers at one Canadian port & land the same at another Canadian port, & the master or owner of any vessel found to have violated this rule shall be subject to a penalty of \$400 for each offence, & the vessel may be detained until the same is paid." It is thought some of the steamers on the Pacific Coast running to Alaska points have broken the coasting rules, & that is the reason for calling the attention of customs officials to the clause.

OCEAN, LAKE & RIVER.

British Columbia & Yukon.

News reached Vancouver, May 2, that the Stikine River was open for navigation.

The Upper Columbia Navigation Co. is running boats from Golden, Tuesdays & Fridays.

The C. P. R. is arranging for the construction of a \$6,000 steamer dock at Kaslo, similar to the one at Nelson.

The steamer *Cape Otway* arrived in the middle of April at Vancouver with about 240 passengers from Australia & New Zealand for the Yukon.

Chief Engineer Sproat, of the C. P. R. lake steamer *Kokanee*, has been appointed to a similar position on one of the Co.'s Stikine River steamers.

The C.P.R. has purchased the Troop wharf & warehouses at Fort Wrangel, Alaska, for \$12,000. They will be used in connection with the C.P.R. Stikine River boats.

Hale, Elliot & Campbell's tug, the *Hercules*, has been launched near Nelson. She is 200 ft. long, with 200-h.p. engines, & is said to be the most powerful tug on the inland waters.

A. W. Shields, late Purser of the Kootenay Lake steamer *Kootenay*, has received a similar appointment on the Stikine River steamer, recently built for J. A. Mara's Co. at Vancouver.

Hector Sproat, Chief Engineer of the *Kokanee*, has been transferred to one of the new C.P.R. Stikine River boats. F. Moore, Purser of the S.S. *Nelson*, has also been transferred to one of these boats.

The Klondike Trading & Transportation Co. had intended putting up extensive buildings, wharves, etc., at Wrangel, but owing to the falling off in the rush to the Yukon, & a complete change of management, the whole programme of the Co. has been changed.

The C.P.R. steamer *Tartar* occupied just 51 days, 1 hour & 10 minutes in her voyage of 14,800 miles from Southampton to Victoria. The *Athenian*, which sailed 1 week later, occupied 51 days, 5 hours & 56 minutes. In travelling nearly 15,000 miles the 2 steamers varied only 4 hours in the time in which it was calculated they would complete their trip.

Captain James Nesbitt, formerly of the C. P. R. Columbia River steamer *Kootenay*, has resigned to accept the captaincy of one of the Stikine boats. He will be succeeded by Capt. Short, formerly Captain on the *Lytton*. The new steamer *Rossland*, is now receiving her furnishings preparatory to being put on the passenger service as soon as the water rises in the Columbia.

The new C. P. R. steamer *Rossland* made her first passenger trip May 2 between Arrowhead & Robson in quick time. This steamer is the fastest on the inland waters of B. C., & it is expected will cut down the time between *Rossland* & Arrowhead at least 2 hours. She