

Yukon & Northern Navigation.

The str. Yukoner, plying on the upper Yukon, was badly injured by fire May 5; damage \$10,000.

A Dawson telegram, dated June 19, said:—"Water is low in the river & lakes. Mails are irregular until the water rises."

It is said the White Pass & Yukon Ry. Co. has practically absorbed the Canadian Development Co., & the John Irving Navigation Co.

The first steamer to reach Dawson this season from the south was the Klondike Corporation's stern-wheeler Flora, which arrived there May 16, with a full cargo of freight & as many passengers as she could accommodate. The steamer Ora, of the same line, followed close behind her.

Capt. J. J. Healy, General Manager of the North American Transportation Co., has resigned his office, according to reports from Dawson, & is going into mining business on his own account. He will first go to Nome, & from there to Siberia, where he has obtained a concession from the Russian Government.

The illustration on page 217 shows a typical Northern river steamer, the Hudson's Bay Co.'s stern-wheeler Strathcona, which plys on the Skeena & Stikine rivers. She is 140 feet long, 30 ft. beam, 4 ft. 9 ins. draught, & has a speed of 17 knots. She is fitted with electric interior & searchlights, steam capstans & other modern improvements. The Co. has another similar boat, the Caledonia, in the same service.

The Yukon Flyer Line, the incorporation of which, with a capital of \$60,000, & headquarters at Victoria, B.C., was mentioned in our last issue, has as its principal stockholders Nels Peterson, of New York City, & James Carroll, of Seattle, with some nominal shareholders in Victoria. Last spring the Co. purchased from the Boston Alaska S.S. Co. two river boats at Dawson, the Governor Pingree & the Phillip B. Lowe, which are running between Dawson & White Horse Rapids.

The Klondike Corporation, in connection with the Alaska Exploration Co., & the Alaska Commercial Co. has announced a through passenger rate of \$180 from Skagway to St. Michael, 1st class, & \$105 2nd class. The local rate from St. Michael to Nome by the steamers of the Alaska Exploration Co. or the Alaska Commercial Co. will be \$20. It is said the 2nd class fare may be further reduced. The same combination has announced a freight rate of \$65 a ton from Dawson to St. Michael, with regular freight tariff from Bennett to Dawson by the Klondike Corporation's boats added. Also a rate of 1c. a pound on freight from St. Michael to Nome. This Skagway rate would make a through rate from Seattle via Skagway to Nome \$225 1st cabin.

Telegrams received at the office of the White Pass Ry., at Skagway, reported two steamers passing Big Salmon bound up, May 17. Many scows also started down the river. The Gleaner is running between Bennett & Atlin. A number of scows have been built by the various mills at the lake-head to carry freight to Dawson, & for sale to those taking goods down the lower river. The new

steamer of the John Irving Co. is completed, & a steam scow of 200 tons capacity, & scows capable of carrying 150 tons are about completed for the railway company. About July 31, Bennett will cease to be headquarters for the Klondiker, & White Horse will become the depot. The W. P. & Y. Ry. has about completed its line into White Pass, which is 111 miles from Skagway, connecting there with the upper Yukon steamers, but it will not be until the end of July that the line along the lakes will be completed, & connection will, until then, be made by steamer from Bennett. At White Horse, the railway company proposes to establish large coal bunkers for the Canadian Development Co.'s steamers, with whom an amalgamation was recently made.

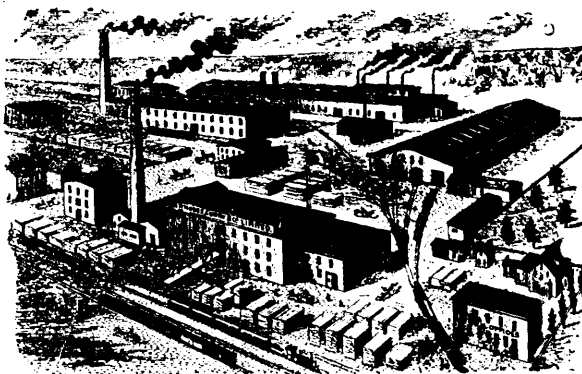
British Columbia Shipping.

The plans have not yet been completed for the steamer which the C.P.R. Co. proposes to build to take the place of the str. Aberdeen on Okanagan Lake.

Captain Troup is about to have a steam launch built to replace the Idler. The engines, boiler and steel frame will be built at the Polson Iron Works, Toronto.

F. M. Richardson, of Vancouver, has been appointed Inspector of Boilers & Machineries of Steamboats at that city, vice W. A. Russell, dismissed. Mr. Richardson has also been appointed Inspector of Hulls & Equipments of Steamboats.

A rumor is current among Puget Sound steamboatmen, that when the contract held



Rhodes, Curry & Co., Ltd.,

Railway and Street Cars

of all descriptions.

Special Cars for Coal, Ore,
* Lumber, &c., with Ball-
* Bearing Wheels. *

Car Wheels, Castings, Forgings, &c. AMHERST, NOVA SCOTIA.

JOHN S. METCALF CO., Engineers, Grain Elevator Builders, 1075 W. FIFTEENTH STREET, CHICAGO, ILL.

A partial list of elevators which have been designed and constructed by us and under our supervision.

Burlington Elevator, St. Louis, Mo.	Capacity.....	1,300,000 Bushels
Grand Trunk Elevator, Portland, Me.	"	1,000,000 "
Export Elevator, Buffalo, N.Y.	"	1,000,000 "
J. R. Booth Elevator, Depot Harbor, Ontario.	"	1,000,000 "
Cleveland Elevator Company's Elevator, Cleveland, O.	"	500,000 "
Erie R. R. Transfer & Clipping House, Chicago, Ill.	"	100 cars in 10 hrs.
Manchester Ship Canal Co.'s Elevator, Manchester, Eng.	"	1,500,000 "
Burlington Elevator Co., Peoria, Ill.	"	500,000 "
Canada Atlantic Railway Elevator, Coteau Landing, Que.	"	500,000 "
Northern Grain Co., Manitowoc, Wis.	"	1,350,000 "
Union Elevator, East St. Louis, Ill.	"	1,100,000 "
Montreal Warehousing Co.'s Belt Conveyor System	"	"

We make a specialty
of furnishing

PLANS AND SPECIFICATIONS.

C. P. R. LANDS.

The Canadian Pacific Railway lands consist of the odd-numbered sections along the Main Line and Branches, and in Northern Alberta and the Lake Dauphin District. The Railway Lands are for sale at the various agencies of the company in Manitoba and the North-West Territories at the following prices:

Lands in the Province of Manitoba average \$3 to \$6 an acre.

Lands in Assiniboia, east of the 3rd meridian, average \$3 to \$4 an acre.

Lands west of the 3rd meridian, including the Calgary District, generally \$3 per acre.

Lands in Northern Alberta and the Lake Dauphin District, \$3 per acre.

TERMS OF PAYMENT.

The aggregate amount of purchase money and interest is divided into ten instalments, as shown in the table below: the first to be paid at the time of purchase, the second two years from the date of purchase, the third in three years, and so on.

Interest on the outstanding purchase money is payable in one year, except in case of an actual settler who breaks up at least one-sixteenth of the land within that time. No rebate of interest is allowed on hay or grazing lands.

The following table shows the amount of the annual instalments on a quarter section of 160 acres at different prices under the new conditions:

160 acres at \$3.00 per acre, 1st instalment \$71.90, and nine equal instalments of \$60.
160 acres at \$3.50 per acre, 1st instalment \$83.90, and nine equal instalments of \$70.
160 acres at \$4.00 per acre, 1st instalment \$95.85, and nine equal instalments of \$80.
160 acres at \$4.50 per acre, 1st instalment \$107.85, and nine equal instalments of \$90.
160 acres at \$5.00 per acre, 1st instalment \$119.85, and nine equal instalments of \$100.
160 acres at \$5.50 per acre, 1st instalment \$131.80, and nine equal instalments of \$110.
160 acres at \$6.00 per acre, 1st instalment \$143.80, and nine equal instalments of \$120.

DISCOUNT FOR CASH. If land is paid for in full at time of purchase, a reduction from price will be allowed equal to ten per cent. of the amount paid in excess of the usual cash instalment.

Purchasers paying any instalment, or more, one full year before the date of maturity, will be allowed a discount on the amount of the instalment or instalments so paid at the rate of six per cent. per annum.

Interest at six per cent. will be charged on overdue instalments.

Write for maps and full particulars.

L. A. HAMILTON, Land Commissioner,
F. T. CRIFFIN, - Asst. Land Commissioner,
WINNIPEG.