

Rudder Grange, which used to clear \$135,000 each season. When its machinery gave out, the old stern-wheeler was transformed into a hotel. Then it became the rendezvous for wandering Chinamen, who worked the deserted placers. After the Rudder Grange fell to

other transportation companies are preparing to take a hand in the traffic.

The Dominion Government has decided to send immediately the Chief Engineer of Public Works, L. Coste, and the Chief Engineer of Marine, Lieut.-Col. Anderson, to the Stikine River and over the Canadian route to Dawson City, for the purpose of seeing what improvements are necessary to overcome obstructions to navigation. It is the intention to erect a wharf at Dawson.

The C.P.R. Co. is having 10 light draft, flat-bottomed stern wheel steamers built for the Stikine River. Seven of these are being built of wood, 3 in Vancouver and 4 in Seattle, Wash. The other 3 which will have steel hulls, are being built in Toronto, one of them by the Polson Iron Works.

The 3 being built in Toronto will have a length over all of 161 ft. 6 ins.; length, from stern to transom, 140 ft.; breadth moulded, 30 ft.; depth moulded keel plate to beam at side, 5 ft.; at centre, 5 ft., 7 1-2 ins. The engines will be 1 pair high pressure, non-condensing type, with cylinder 16 ins. bore, 72 ins. stroke. The boiler will be of the locomotive fire-box type, of ample capacity, and to pass Govern-

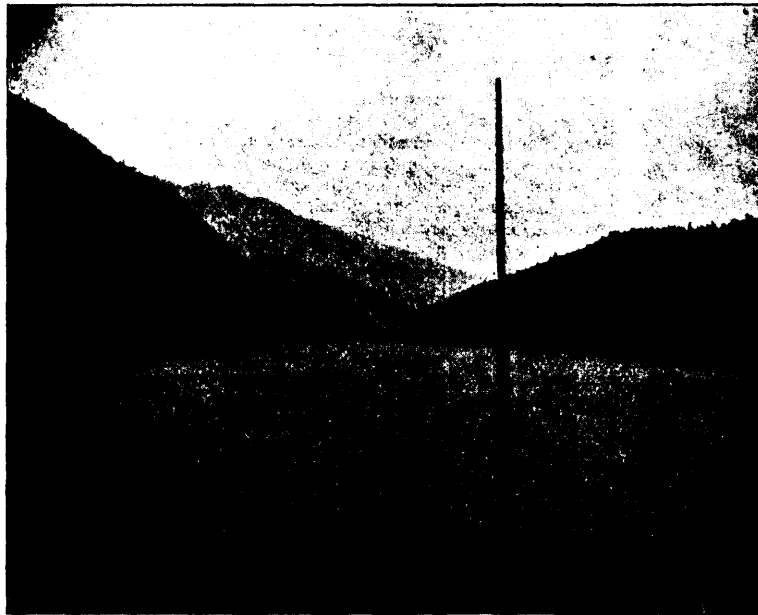
ment inspection for 175 lbs. working pressure. The construction of the hull throughout will be of open hearth steel, except the bottom, which is to be B.C. fir to the turn of the bilge. There will be two fore and aft water-tight bulkheads, and several cross water-tight bulkheads athwartships. The decks and deck houses will be of wood, and, with the bottom, will be put in by the C. P. R. Co. at the Pacific Coast, where the boats are to be completed by the end of April. The boats will have a draught of 18 ins. when light, with a capacity for 100 tons of freight and 200 passengers each, and will have a speed of 15 miles an hour in quiet waters. It is expected that the hulls and

machinery will be sent from Toronto during this month to Vancouver, where they will be put together. The use of steel for the hulls will render the boats much lighter than if built of wood. The seven wooden ones being built at the coast will have similar dimensions.

The Hudson's Bay Co. are having two steamboats built for the Stikine. They will be 140 ft. long and 32 wide, capable of carrying about 100 passengers and 80 to 100 tons of freight, and will be lit by electricity. The B. C. Iron Works, Vancouver, are manufacturing the machinery, and J. H. Moir, New Westminster, is building the boats.

Until July, three of Mackenzie and Mann's boats will run on the Stikine, but after that they will be transferred via the Yukon to Teslin Lake. Maitland Kersey's Co. is also preparing to handle the river traffic. J. Todd, who has had 20 years' experience navigating the Missouri, and Messrs. Hagerty and McCaskey, recently went to Victoria to supervise the building of 3 steamboats for the Stikine route. The steamers are to be 156 ft. over all and 33 ft. beam. The boilers and machinery are being constructed by Jas. Reese & Sons, of Pittsburg. Four other stern-wheel steamers are being constructed in Vancouver for another company which is competing for a share of Stikine transportation. W. J. Stephens, of Victoria, is building 3 stern-wheel steamers for a B. C. syndicate and a twin-screw boat for a Tacoma firm. The former are to be used on Lake Bennett, and the latter on Teslin Lake. F. M. Rattenbury and W. E. Dowler, of Victoria, also have under supervision the construction of river steamers for an English syndicate. The Stikine Navigation Co. was recently incorporated to engage in the northern transportation business.

From Telegraph Creek to Teslin Lake, pack trains will have to be used until Mackenzie and Mann have completed the railway across country a distance of some 130 or 140 miles. Sections of the line will be used as soon as completed. The trail from Telegraph Creek to Teslin Lake is through an undulating country, partly covered with scrubby timber. The road built by the Government follows a comparatively flat country, the swampy land being



KLOOTCHMAN CANYON, STIKINE RIVER, LOOKING UP.

ruin, few boats except canoes were seen on the Stikine. Occasionally the H. B. Co.'s boat, the Caledonia, beat her way against the current, carrying supplies to trading-posts. The steamer made two trips from Port Simpson to the Stikine River and up to Telegraph Creek in 1896 and two in 1897; and her time, according to Mr. Ogilvie, from Fort Simpson to Wrangel, averaged 16 hours. The Caledonia draws, when loaded, 4 feet of water and only on the tidal flats at the mouth of the river was she bothered by shallow water. "At some points," reports Mr. Ogilvie, "short bends with a swift current required the aid of a line to surmount, but this was more to keep her in the channel than to help up. Sudden rises in the river also bring down lots of driftwood, which compel tying up until it abates. Her average time of ascent was about 37 hrs., exclusive of the time lost wooding up. Her average time of descent was about 14 hrs., including time wooding up and all stops. This boat is 150 ft. long, 24 ft. 4 in. beam, 2 engines, 1 cylinder 16 in. bore and 6 ft. stroke; steam pressure allowed 130 lbs; average used 90. Wheel makes ordinarily 24 revolutions a minute in dead water, but ascending swift current as many as 35 are made. Her average rate in dead water is about 10 1/4 miles an hour. Her rate up the Stikine is about 4 miles an hour and down about 12 1/2." The Caledonia was recently sent to New Westminster to have her machinery transferred to a larger hull with lighter draught. The new hull is to be completed on April 15, when the Caledonia is to go north for the purpose of carrying Klondikers up the Stikine. The old hull is to be converted into a barge to carry fuel for the river steamers. Besides the Caledonia, the Alaskan, a flat-bottom, stern-wheel, old craft in the last stages of dilapidation, made a trip in October, 1897, taking up prospectors at a charge of \$100 each, and taking ten days for the journey to and from Glenora.

Such has been the navigation of the Stikine in the past, but next summer will witness a marvellous transformation. The boats of the C.P.R., the C.P.N. and H. B. Co., alone will make a large fleet on the river; and many



LITTLE CANYON, STIKINE RIVER, LOOKING UP.

corduroyed. The railway contractors are to construct and to have ready during this month a good road from the mouth of the Stikine to Lake Teslin, with suitable stopping places every 25 miles.

Once at Teslin Lake, all will be compara-