

built in Victoria, was given her trial trip, & a few days later was sent north to her route on the Stikine. She is 147 ft. long, & 33 ft. 4 ins. beam, registered tonnage 450 tons, draught about 17 ins. The lower deck & hold will carry about 250 tons of freight, & on the upper deck there is accommodation for about 250 passengers. Capt. Foster is in command.

The regulations adopted by the treasury department at Washington to govern the transshipment of goods at Wrangel up the Stikine River to the Yukon are said to be of such a character as to meet every requirement for the Canadian Yukon trade. It is expressly provided that goods arriving in a British vessel may tranship at Wrangel under customs supervision into another British vessel, & this river boat may proceed up the river, with permission to land to purchase fuel & supplies & for passengers to land temporarily.

The Alpha, an iron screw, bark-rigged steamer, 653 tons gross, & 514 tons net register, owned by Pickford & Black, of Halifax, N.S., & formerly running between Halifax & Bermuda, is to be put on between Victoria, B.C., & St. Michaels, Alaska. She left Halifax May 6 for Victoria, from which port she will tow to St. Michaels, the Yukon & Hootalinqua River Navigation Co.'s stern-wheel steamer, Reindeer, which will run on the Yukon between St. Michaels & Dawson City. It is expected the Alpha will make 2 trips during the season to St. Michaels, from which point her passengers & freight will be taken up the Yukon by the Reindeer. The latter steamer, recently built in Victoria, is 135 ft. long by 22 ft. beam, & has a speed of 15 knots in smooth water.

The Union S.S. Co.'s steamer Cutch, formerly used between Vancouver & Nanaimo, has been remodelled & improved at a cost of about \$40,000, & is to be put on between Vancouver & Wrangel, where with the same Co.'s steamer Coquitlam she will connect with its 3 Stikine River boats. The Cutch has had new boilers put in, the engines & machinery have been overhauled, electric light & heating plants have been installed, & cabin accommodation for about 60 has been provided on the upper & lower decks, together with accommodation for about 140 second-class passengers. She is expected to average 14 miles an hour on the northern trip. H. Newcome, her former Captain, is again in charge, with Mr. Saunders as 1st officer & Mr. Kick as chief engineer.

The Klondike Trading & Transportation Co.'s stern-wheel steamer Iskoot, recently built in Vancouver, left there May 30 under her own steam, for Wrangel, Capt. Gray in command. She is 145 ft. long, 31 ft. 5 in. beam, powerfully engined, supplied with electric light, including a searchlight, & has capacity for 200 passengers & 125 tons of freight. The Nahleen, a sister boat, owned by the same Co., was completed about 2 weeks later. The Iskoot went ashore on June 1 in Kuna-lone Inlet, on the north side of Granville Channel, about 5 or 6 miles from the mouth of the Stikine, & is likely to become a total wreck. It is said the pilot, Capt. O'Brien mistook the Inlet for the mouth of the river. The Iskoot is listed badly & has a large hole in her bottom on the starboard side. The tug Chieftain & a barge were secured at Essington to take out her machinery & stores.

Lake Superior to the Rockies.

This season promises to be the busiest in the steamboat line in the history of the Lake of the Woods.

The Hudson's Bay Co. is offering its Saskatchewan River stern-wheel, steamboats, Northwest, Northcote & Marquis, for sale by tender.

One of the latest industries that has taken up the attention of Winnipeg's mechanics is a boat for the Athabasca River which will be driven like a tandem bicycle. The pedals, cranks, sprocket wheels & chains are exactly as on a high-gear tandem, but the rear axle is bevel-gear to a shaft which drives a 3 blade screw at high speed. Sails & oars are also provided, so that the traveller has a choice of 3 kinds of motive power.

Pilot W. D. Clark reports that he was successful beyond expectations in removing 7 of the worst boulders from the channel in the Grand Rapids of the Athabasca River. As a result, boats can now be run with their cargoes, & 6 days' hard work can be accomplished in 2. Clark had to stop work owing to the scarcity of dog feed & the water rising on the ice. He thinks \$2,000 would make a channel that boats could drift through with full cargoes.

The Pioneer Steam Navigation Co., Wabigoon, Ont., is building 2 propellers, each 65 ft. long, with 12 ft. beam. One will run on Rainy Lake, the other on Wabigoon Lake in conjunction with the Co's other 2 steamers,

making a through connection from Wabigoon to Fort Frances & Mine Centre in 20 hours. This new route is directly through the Wabigoon & Manitou mining districts, & will provide transportation for places which have hitherto been practically inaccessible.

The Maritime Provinces.

The steamer Victoria commenced running on the St. John River route May 24.

The S. S. Marion has begun her trips from New Glasgow to Pictou, N.S. for the season. Capt. McDonald is in charge.

The public are anxiously awaiting the arrival of the new boat for the Guysboro, Mulgrave & Port Hood service.

Capt. R. Pratt, of Cheverie, N.S., is building a steamer to run between there & Windsor, N.S., & one trip a week to St. John, N.B.

The S. S. Evangeline, belonging to the Dominion Atlantic Ry., is making regular trips between Parrsboro & Kingsport, N.S.

Capt. Michean, late of the S. S. Blue Hill, will command the steamer lately purchased in Quebec for the Mulgrave & St. Peter's route.

Capt. Rudolf of New Glasgow, N.S., thinks of placing the S. S. Mayflower on a route between Pugwash & some point in P.E.I.

G. F. Baird, St. John, has secured the subsidy for running the S. S. Monticello between Dalhousie, N.B., & Gaspé. The S. S. Admiral formerly ran on the route.

It is reported that the Dominion Atlantic Ry. will shortly give up Yarmouth as the place for the arrival & departure of its boats, & that Digby will be the point selected.

Letters patent have been granted incorporating J. T. Burchell, of New Campbellton, J. J. Moffatt, John Vooght, of North Sydney; N. McDonald, of Sydney, & A. C. Bertram, of North Sydney, N.S., as the Bras d'Or Steamboat Co., Capital, \$20,000.

The Nova Steamship Co. has been incorporated with a capital stock of \$50,000, & headquarters at Halifax, to operate steamships & other vessels for general transportation purposes. The incorporators are J. T. Hamilton, A. E. Jones, G. Musgrave, R. T. Braine & F. J. Phelan, of Halifax.

It is now anticipated by the Yarmouth Steamship Co. that the new steamer Express will shortly leave England for Yarmouth, N.S., in command of Capt. E. O. Smith, & she will be put upon the south shore service of the line,

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