

The finding of the new channel will effect a saving of about 400 or 500 miles on reaching the Yukon. At present vessels destined for the Yukon region have to proceed up the ocean outside the long bar some 25 miles off from the coast up to St. Michael's, & there tranship to small boats, which have to creep along the coast down to the Aphoon channel, 10 miles or so below St. Michael's. This channel carries the water only 2 ft. over the bar at low tide.

The new channel just found is the Kualivak, which will carry 8 ft. over the bar at low water, &, according to present expectations, will permit ships of moderate draught to proceed directly into the Yukon from the south, & then continue up the river 400 or 500 miles to a safe landing before transshipping to the smaller boats, which will go the remainder of the way up the river.

The 3 steamers Governor Pingree, Philip P. Lord, & New York, of the Boston Alaska Co., which had the contract for carrying a portion of the supplies for the Yukon force, reached Dawson, after many delays, Sep. 25.

Ice was making on the Yukon & there was thin ice at Dutch Harbor when the Portland sailed from St. Michael's, Oct. 11. At least 12 river steamers are stuck on sandbars in the Yukon, & all will probably be lost. The Dawson City is a total wreck. The Herman & Tacoma are aground, & the other boats are in such perilous positions that when the ice breaks up they may go to pieces.

Two Stikine River boats, the Skagit Chief & the Glenora, owned by the Tacoma & Port Orchard Navigation Co., have been sold by auction. Prior to last Spring, & for 10 years past, the Skagit Chief was a familiar member of the fleet of steamers plying between Tacoma & the Sound ports, the steamer being on the Tacoma-Seattle run for years. The Glenora is a new vessel, having been built & launched early in the year. Both vessels were towed through the inland passage & placed on the Fort Wrangel-Glenora run. Both made several successful trips after arriving in the North, & then came the Stikine route "slump." Liens amounting to nearly \$9,000 for labor, material & provisions existed against the 2 steamers. The creditors grew impatient. No relief was offered. At last the matter was taken into the U.S. courts & judgments received. On Oct. 13 Marshal Grant sold the 2 steamers at auction in Tacoma. The Skagit Chief was bid in by L. R. Manning at \$2,600; the Glenora by S. Barber for \$3,975.

The Lake Bennett & Klondike Navigation Co. announces that it will not cut its rates. An official recently said:—"Cheap fares mean cheaper living—canned meat & canned fruit on the bill-of-fare—& that is something we won't have. We will feed our passengers with the best that can be bought—everything that is in season—and we will expect passengers to pay a living rate. This rule we will stand by, & when our service begins to be known, then I believe we will be patronized."

The Lake Bennett & Klondike Navigation Co.'s steamer Ameer is to be overhauled at Victoria, so as to provide greater passenger accommodation.

It is said that the North American Transportation & Trading Co., a U.S. concern, has decided to put a fleet of steamers on the Upper Yukon, to run from Dawson to Bennett. An agent of the Co. has been surveying the river.

It is said the Manauense & 2 other steamers will be put on between Vancouver & San Francisco, the Manauense to be the passenger boat & the others principally for freight. The same owners talk of putting on 2 steamers between Vancouver & Skagway, & next spring a river boat on Lake Bennett & another on the Yukon, to run in connection with the steamer James Domville, which Capt. Ferris

says was not nearly as badly injured on the Yukon as was originally reported, & will be able to go to work again when the river opens next year. It is said the owners will ask the city of Vancouver for assistance in the form of a guarantee of 3% on debenture stock & the free use of the city wharf if one is built.

The Maritime Provinces.

J. B. Coyle, Manager of the International Steamship Co., which runs boats between Boston & St. John, N.B., died recently at his home, Portland, Me., aged 57.

The marine slip at Lunenburg, N.S., which opened for work last April, has proved a successful enterprise. It cost about \$19,000, & the earnings so far this season have been upward of \$2,000. Its capacity is 600 tons.

The Steamship Pharsalia Co. has been incorporated under the New Brunswick Joint Stock Co.'s Act, with a capital of \$200,000, for the purpose of owning & sailing a British steamer, the Pharsalia. The incorporators are: R. & P. W. Thomson, Rothesay, N.B.; J. H. Thomson; W. W. Turnbull; J. K. Dunlop, St. John, N.B.; & C. De W. Smith, Windsor, N.S.

The St. John, N.B., city council, has formally adopted a series of resolutions pledging the city to give a free site, exemption from taxation, & a bonus of \$2,500 a year for 40 years, for the proposed graving dock, which is to be of granite & not less than 800 ft. long, with all needful equipment. The grant is subject to the granting of aid by the imperial, federal & provincial governments, the formation of a company satisfactory to the council & the council's approval of the site chosen. The work is to be begun within a year from Nov. 1, & to be completed, if possible, within 5 years, but surely within 10 years.

A. D. Provand, M.P., for Glasgow, Scotland, was in Ottawa recently in the interests of the shareholders of the Chignecto Ship Railway Co. In January last the Government refused to recommend Parliament to grant an extension of time in order that the Co. might earn the Federal subsidy of \$150,000 a year for 25 years. Mr. Provand wants the reinstatement of the Co. in a position that it may secure the annual subsidy, or, failing that, compensation for the capital expended in the enterprise. The Co. considers if this request be not granted that it will, in effect, mean the loss of about £750,000 of British capital expended in Canada.

The Dominion Government has been advised that hereafter navigation between ports of the U. S. & Cuba & Porto Rico will be confined to the vessels of the U.S., or, in other words, that the U.S. coasting laws have been extended to these new possessions of the Republic. The U.S. Customs tariff also takes effect in Cuba & Porto Rico immediately, so that Maritime Province fish will have to face the disadvantages of that tariff. The possession of these two islands by the U.S. means a great deal for Nova Scotia. Last year Canada exported to the Spanish West Indies 215,271 cwt. of salt codfish, valued at \$785,748, & the total trade in fish from Canada to these new possessions of the U.S. is valued at nearly \$1,000,000.

A 1,700 ton steamer that travels 1,500 miles a week on a regular route, with 4 ports of call, & carries an average of 17,000 passengers & 55,000 thousand tons of freight a year, must be popular. When it is added that such a ship has been covering this route for the past 10 years & has never met with an accident nor had a claim for a pound of freight damaged, it follows that she is surely one of the best managed & therefore one of the most successful craft in operation on any line. The ship that holds this record is the Halifax, of the Canada-Atlantic & Plant S. S. Co.,

which plies weekly between Boston, Halifax, Hawkesbury & Charlottetown during the summer, & between Boston & Halifax only during the winter months, when Charlottetown is closed to navigation. The Halifax was built especially for this service under superintendence of Capt. S. R. Hill, who commanded her for several years & is now chief inspector of steam vessels under the Canadian government. After 10 years service she is even better than when she was new, can travel faster, is thoroughly as staunch, & so steady that no vibration is felt in any part of her, even when steaming full speed in a rough sea. She makes the run of 389 knots from wharf to wharf, Boston to Halifax, in from 28 to 31 hours, according to the weather, & always sails on schedule time, no matter what the weather.—Marine Journal.

Ontario & the Great Lakes.

The str. Ontario, of the Beatty Line, has been purchased by Capt. John Cornwall & others, of Port Huron, to be converted into a lumber carrier.

It is said the Hamilton Steamboat Co. is negotiating for the purchase of Oaklands, across Hamilton Bay, with a view to making it a summer pleasure resort.

Hiram Walker & Son, Walkerville, have purchased from the U.S. Government the old revenue cutter Andrew Johnson, which was recently used by the Cleveland volunteers.

The new Welland canal was used for the first time on Sunday this season on Oct. 30, when the steambarge Geo. Spencer, of Cleveland, O., broke 3 of the gates of lock No. 8.

Complaint is made that there are only 12 ft. of water in the Eastern Channel of Toronto Harbor, instead of 16 ft., & that the harbor is simply closed to vessels drawing more than 10 or 11 ft. of water.

The Government dredge, tug & scows have finished their work for this season in Kingston Harbor. They have been at work since May 18, & have made a 200 ft. channel near the M. T. Co's elevator.

The Montreal Transportation Co. loaded the first lot of new Manitoba wheat on one of its steamers at Fort William Oct. 3, comprising about 100,000 bushels. The rate quoted from Fort William to Montreal was 5¼c. a bushel.

The Toronto city officials have deposited in the Public Works Department at Ottawa plans showing the proposed chain ferry over the western channel at the Queen's Wharf, Toronto, with a description of the proposed site.

The Montreal Transportation Company's schooner Kildonan, which went ashore on Nicholson's Island recently, has been released. The Hector is still hard aground, & great difficulty will be experienced in releasing her.

The Donnelly Wrecking & Salvage Co., Kingston, which raised the Rosedale a short time ago, have a contract to raise the barge Puritan, loaded with 200 tons of iron ore, sunk in the channel abreast of Captain John's Island, Bay of Quinte.

An Ottawa despatch says E. F. Johnson, of L'Orignal, Ont., has organized a company with U.S. capital, & that the steamers Empire State & St. Lawrence will be secured & placed on the route between Ottawa & Montreal next season in opposition to the Ottawa River Navigation Co.

The Star Cole line Co. (Red & White Star line) whose boats run between Detroit & Port Huron, Mich., are about to build a boat to carry 4,500 people. She will be a duplicate of the steamer New York running on the Hudson river between New York & Albany, & will ply on the Detroit river.