

The Edmonton-Yukon Route.

A. C. Waters, of the Alaska Trading & Mining Co., wrote us from Edmonton, Alberta, May 26, as follows: "Next week the machinery & fittings for our large screw propeller that will run from Ft. Smith to Peel River will leave Athabasca Landing, together with another flat boat on which I am taking 6 large draft horses & 3 waggons & 200 bushels of oats. These teams will be used at the Portage at Smith's Landing, 16 miles. The hull of this boat is completed, & as soon as the machinery is placed on it on the other side of Smith's Landing, & the cabin placed on it, we will be ready. This will not leave Ft. Smith until June 25, on account of the ice on Great Slave Lake, which goes out from about June 15 to 25. The boat will be ready to start on schedule time, & several days before.

"We have completed at Athabasca Landing a 40-ft. screw-wheel boat that will remain there until June 10, to take any passengers & tow any freight that goes down & is ready at that date. This boat makes connections with the large boat at Ft. Smith. Passengers will be taken to Grand Rapids, towed in a 45-ft. flat boat the same as the Hudson's Bay Co. uses. Our guide here takes this flat bottom boat through the Rapids from Grand Rapids to Ft. McMurray, while the 40-ft. screw-wheel steamer is lined down light. At McMurray this steamer tows the boat to Smith's Landing, making connections with the large boat. This 40-ft. boat is taken across the portage, where we have trucks & horses. This boat will attend to the towing during the busy time, & when the big boat returns with any passengers from Peel River will take the same on this side & tow them back to McMurray. From McMurray to Grand Rapids passengers are tracked to Grand Rapids, 87 miles; this is the weak point in this route, but it is by no means an unpleasant trip when in experienced hands.

"We have just sent to Athabasca Landing the machinery for a 50 ft. flat-bottom, paddle-wheel boat. This will be built inside of 30 days, & will run to Grand Rapids, where flat boats will be taken to McMurray, & then the steamer to Smith's Landing, making connection again with the large boat. This may seem complicated, but it is the way I manage it to get the boats in their places & at the same time make money.

"After this 50 ft. paddle-wheel steamer is completed & makes a trip, I will place it on the run from McMurray to Smith's Landing, & shall build another small 50 ft. boat of the same kind to use on the run from Athabasca Landing to Grand Rapids, while the 40 ft. screw boat will be placed on Great Slave Lake permanently for towing purposes.

"The run from Grand Rapids to McMurray will probably always have to be made with 40 ft. flat boats, & to avoid changing cargo so often, it is better for the passengers to get in them at the Landing & be towed down to the Rapids, & then run through to McMurray, where they can take the steamer.

"You can rely on it, I can get passengers & freight through to Peel River & in good time. I have over 20 at the Landing who will go down with us next week. I brought the machinery & fittings complete for 3 boats from the U.S., beds, pilot wheels, &c., & have the same, over 16 tons, now at Athabasca Landing.

"The run from Athabasca Landing to Grand Rapids, 167 miles, is good, smooth sailing. The small Pelican Rapids, which do not amount to much, are in this run. From Grand Rapids to McMurray there is one rapid after another, which necessitates a guide. From McMurray to Smith's Landing, 287 miles, is good water, perfectly safe. There are two ways of making the Smith's Rapids, by making several short portages or by going over the 16 miles. From Smith's Landing

down is good water navigation. Great Slave Lake gets very rough at times, & is as bad as any other large lake. The side of the lake is rocky for a considerable part of the distance. There is a stretch of 30 miles, where a boat has to run before one finds a place to get into should a storm come up.

"From Edmonton to Athabasca Landing, 98 miles overland, freighters have been charging 1c. a lb. There are plenty of freighters, & now they are hauling for 75c. per 100 lbs."

If readers will refer to the map of the routes to the Yukon gold fields published with the March issue of THE RAILWAY & SHIPPING WORLD they will find it useful in connection with the above article.

Cariboo-Omenica Chartered Co.

At the recent session of the B. C. Legislature F. Owen, W. J. Stokes, R. G. Newman, Lord Henry Fitzgerald, R. P. Sellon, C. V. Paull, H. Walters & G. Whitehead, all of London, Eng., were incorporated as the Cariboo-Omenica Chartered Co. The Co. contracts to execute works of improvement necessary to render navigation possible, & to establish & maintain during the season of 1898, 1899 & 1900, regular steamboat communication between Quesnelmouth, Cariboo district, & North Tlacla Lake, Omenica district, via the Fraser River, the Lower Nechaco River, the Stuart River, the Thatcher River & lake, & the Middle River; the means of communication employed to be fit & proper for the safe navigation of the waters to be traversed & to provide suitable accommodation for the carriage of freight & passengers; & the contractors undertake, as common carriers, the carriage of passengers & freight between the points mentioned.

The contractors also agree to engage, equip, transport & maintain during the working portions of 1898, 1899 & 1900, corresponding as nearly as may be with the season of navigation, an exploring party for the exploration of the Omenica, Cassiar & Cariboo districts, to continuously & efficiently explore in one or all of these districts during the whole of the seasons.

The contractors also contract to examine & explore the north fork of the Fraser River, lying between Fort George & the Giscomb portage, & ascertain the extent to which such portion of the river is navigable, & so soon as may be possible after such fact is ascertained; to establish steamboat communication between the said points, & to maintain such communication regularly during the seasons 1898, 1899 & 1900, which shall not have elapsed at the time such fitness for navigation shall have been ascertained.

In return for these privileges the government agrees to allow the Co. to purchase 6 tracts of land in the districts named, each tract to consist of not more than 640 acres, & the right of passage along waterways & highways traversed by the Co.

B.C. Freight and Shipping Report.

R. P. Rithet & Co., Victoria, B.C., say under date of May 31: The activity noted in our last circular has not been maintained. Indeed, practically nothing has been done in chartering from San Francisco, & any fixtures reported have been for the Columbia River & Puget Sound. Spot rates are high, but as low as 31s. 3d. has been done from Tacoma to Portland at charterers option, Sept.-Oct. loading. Lumber tonnage continues scarce. Thus for many destinations freights are more or less nominal, but the tendency of the market is towards greater ease, & in some instances quite substantial reductions have been made on the quotations previously current. Business is also more limited in scope, which accounts for the smaller list of charters annexed.

OCEAN, LAKE & RIVER.

British Columbia & the Yukon.

The B.C. Iron Works Co. has built a steamboat, the Marquis of Dufferin, for the British America corporation.

All the leading transportation companies of Vancouver, San Francisco & Seattle have agreed to make the rate to Dawson via St. Michael's \$300 first-class & \$250 second.

The Bennett Lake & Klondike Navigation Co., headquarters at Victoria, B.C., announces that 3 swift steamers will shortly be running from the head of Lake Bennett to Dawson City.

The Stikine River steamer Skagit Chief ran against a rock recently, and had her escape pipe blown off. All the live stock in her hold were killed by being scalded to death. The vessel suffered other injuries.

Two barges, one 100 ft. long, the other smaller, built for the British-American Corporation, were launched at Vancouver June 4. The smaller one will be placed inside the larger for towing to St. Michaels. They are to be used on the Yukon.

The Klondike, Yukon & Stewart River Pioneers' stern-wheel steamer James Domville, built at Vancouver, was launched early in June, & is now on her way to St. Michaels in tow of the S. S. Manauense. She will run on the Yukon & tributary streams.

The C.P.R. Co.'s stern-wheeler steamer Yukon is making splendid time on the Stikine. On June 1 she left Wrangel at 1.30 a.m., with her usual load of passengers & freight. She discharged at Glenora, reloaded & got back to Wrangel at 9.20 p.m. the next day, making her time for the round trip less than 44 hours.

The Casca Trading & Transportation Co. has been incorporated under the B.C. Companies Act, with a capital of \$100,000, & headquarters at Glenora. Amongst its objects are the carrying on of business as wharfinger, forwarding & shipping agent, also as carrier by land & water, underwriter & insurer of ships.

The C.P.R. stern-wheel steamer Tyrrell was launched in Vancouver June 6. Her steel hull & machinery were built in Toronto by the Polson Engine Works. (See our April issue, pg. 50). The C.P.R.'s other 2 stern-wheel steamers, of which the steel hulls were also built in Toronto, are now being put together at Vancouver.

On May 17 the Passenger Department of the C.P.R. issued the following circular: The Stikine River is open for navigation & the C.P.R. Steamer Hamlin has just returned to Wrangel, having made the round trip between Wrangel & Glenora in 3½ days. It is expected the trip will soon be made regularly in less time. It is stated that a number of contractors are putting teams on the Glenora-Teslin trail.

The supplementary Dominion estimates provide \$14,000 for Stikine River examination, &c., & Chief Engineer Anderson, of the Marine Department, left Vancouver at the end of April for the north coast, after arranging for a new light at Garry Point, at the mouth of the Fraser. He went to Wrangel on the Quadra, intending on the way to inspect the coast & arrange for its proper buoying & lighting.

At Vancouver, May 20, Commissioner Chipman, of the Hudson's Bay Co., christened the Co.'s 2nd north coast river steamer, Strathcona, when she had her trial trip on Burrard Inlet, with the Commissioner & an influential party on board. The Strathcona was chartered by the Ocean Navigation Co. for the transportation of the Yukon force on the Stikine River from Wrangel to Glenora. Captain Odin commands her.

At the end of May the Canadian Development Co.'s stern-wheel steamer Victorian,