



LOOKING DOWN STIKINE RIVER AT GLENORA.

of the Tartar for Vancouver, B.C., to call on the way at Teneriffe, Rio, Coronel and Callao. The C.P.R. was represented by T. Skinner, a member of the Board; Archer Baker, European Traffic Agent; A. Piers, Superintendent of Steamship Lines, and H. Moody, Deputy Secretary. Capt. Waite, former captain of the Tartar and now Shore Superintendent of the Union Line, was also present. Capt. Archibald, commander of the C.P.R. Co.'s H.M.S. Empress of China, and an old Orient Line captain, is in command of the Tartar, which has a small passenger list and a full cargo, including the C.P.R. Co.'s cable to be laid between Vancouver and Nanaimo. The Athenian sailed from Southampton on Feb. 12 for Vancouver, under command of Capt. Mowat, formerly of the C.P.R. Empress line, and both vessels are expected to be there early in April, when they will commence a service between Vancouver, Victoria and Fort Wrangel, one of them leaving the B.C. ports every Monday and Thursday. These steamers are far superior to any on the service, and as they are not likely to be beaten, they are sure to become highly popular.

OTHER OCEAN STEAMSHIPS.

The Washington and Alaska Steamship Co., in addition to its two steamers, recently chartered the S. S. Cleveland to run to Skagway and Dyea. The little steamer Augusta, 41 tons burden, left Seattle to engage in carrying trade between northern oceanports. The

Mocking Bird hailed from the Sound and plies between Dyea and Skagway. There is the City of Nanaimo, carrying no freight but the personal effects of the passengers, for whom it had its accommodation increased, and which is now prepared to carry 200 passengers. The bark Richard III. is to be used by the same company for freighting exclusively. A company sent Capt. Chas. Hackett to London to select several steamers of some 1,200 tons register, with ample passenger accommodation, to sail direct from London for Victoria, Fort Wrangel and Dyea, and afterwards to ply between Victoria and Dyea. There is also the Barbara Boscowitz,

formerly making Skeena its northern terminus. The Centennial Alaska Transportation Co. will operate steamers between Victoria and Vancouver and Wrangel, Skagway and Dyea, putting on this route the Centennial, a British built iron steamship of 2,075 tons, 450 passenger accommodation, and formerly of the P. and O. line. The Centennial will also make a special trip to St. Michael's in June. The Alaska Transportation and Development Co., of Chicago, plans a weekly service between Seattle and St. Michael's, having 6 steel steamships for the ocean and 6 light draught steamers for the river. The Maitland-Kersey Transportation Co. has already purchased the S. S. Monte Cristo for traffic between Wrangel and the mouth of the Stikine, where there is intricate navigation at certain stages of the tide, but over this the Monte Cristo can run with upwards of 100 passengers with comparative safety, as may be judged from the following dimensions:—Keel, 90 ft.; beam, 22 ft.; draft, 13 ins. Plans for a very fast twin-screw launch have been prepared. She will be 70 ft. long and will be used principally for

the accommodation of the members of the company in addition to doing some towing on the Upper Stikine.

The sealing schooners, Oscar, Hattie and Fawn, and the S. S. Transfer, are being rigged out for Alaska freight and passenger business. Maitland Kersey, promoter of the Canadian Development Co., has arranged for the construction of 7 steamboats for the northern service. Another big steamer is in course of construction for Captains Fuller and Crane. This steamer is to have accommodation for 250 passengers. The Sound steamer, Utopia, has been taken off the Vancouver route and will run to Alaska ports. The Empire Transportation Co. will run 5 vessels, now being overhauled in Cramp's yard, the Ohio, the Indiana, the Illinois, the Pennsylvania and the Conemaugh. The Oceanic S. S. Co.'s boat, Australia, will be withdrawn from Honolulu trade to run to Dyea, Skagway and St. Michael's. This list of vessels engaged in, or preparing for, Yukon traffic, gives some idea of the activity in Pacific coast shipping circles.

On the Stikine River.

Already Mackenzie and Mann are at work on the Stikine River—Teslin Lake route to the Yukon; and a volume of freight and passenger traffic, exceeding anything known in the history of transportation, is likely to pass through Wrangel and up the Stikine during the coming season.



TELEGRAPH CREEK, ON STIKINE RIVER.

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