

In some conditions of the atmosphere, white lights may have a reddish hue. The mariner should not trust solely to color where there are sectors, but verify the position by taking a bearing of the light. On either side of the line of demarcation, between white & red, & also between white & green, there is always a small arc of uncertain color.

Having in view the varying distances at which a fog signal can be heard at sea, & the frequent occurrence of fog near to, but not observable from, a fog signal station, mariners are cautioned that, whilst they are entitled to assume that every endeavor will be made to start fog-signals as soon as possible after signs of fog have been observed, they should not, when approaching the land in a fog, rely implicitly upon these fog-signals, but should always use the lead, which, in nearly all cases, will give sufficient warning. Mariners are strongly cautioned that they must not judge their distance from a fog-signal by the power of the sound. Under certain conditions of the atmosphere the sound may be lost at a very short distance from the station, & these conditions may vary at the same station within very short intervals of time. The expression "foggy weather" means that the state of the atmosphere is such as to make objects indistinct.

R. G. Reid states that 2 of the steamships constructed for the Newfoundland service will be completed this year, the remaining 5 to follow next year.

At the opening of navigation it was considered probable that the Soulanges canal would be ready for traffic early this summer, & that then the 14-ft. waterway of the Upper St. Lawrence would show the country what could be done in the transportation of some of this season's grain from the Western prairies & the Western States. This hope, however, would seem to be doomed to disappointment, as much work remains to be done before the Soulanges canal is finished, & boats of 9-ft. draught will probably have to do the whole of the trade for 1899.

Hamilton is asking government aid to the extent of \$500,000 for improvements to Hamilton harbor. The improvements requested are the deepening of the harbor, the dredg-

ing of the approach thereto, the extension of the piers & the erection of a red range light. Hamilton is becoming an important center in the iron smelting industry, & as the supply of ore is brought by lake vessels, the harbor must be deepened to give these vessels, drawing fourteen to sixteen feet of water, admittance. The coal & other supplies for the Hamilton manufactories are also brought in by water to a great extent, & hence another necessity for the deepening of the harbor.

Yukon & Northern Navigation Matters.

We are indebted to the Klondike Miner for a lot of information about Yukon navigation matters.

The str. Scotia, 80 ft. long, 20 ft. beam & 4 ft. hold, was built this spring by Capt. E.W. Spencer, of Portland, Ore., on Atlin lake. She will run to all points on Atlin lake.

Vancouver has at last secured a direct weekly steamship service to northern ports by an arrangement between the Union Steamship Co. & the Bennett Lake Steamship Co., under which the s.s. Cutch of the former line, & the s.s. Amur of the latter, will perform the service.

The telegraph construction party sent by the Dominion Government to build the telegraph line between Lake Bennett & Dawson, is also looking after the improvement of navigation. A wing dam 335 ft. long, 10 ft. wide & 6 ft. high has been built at Cariboo to throw the water all into the main channel. It is built of logs on brush mattresses & filled with stone, & is faced with plank to make it water-tight. It had to be built in water 3½ ft. deep. Three beacon piers have also been built on that river 12 ft. square & filled with stone for the guidance of vessels. Two lifting barges have been constructed, & are used in removing all rocks from Six Mile River.

On the Upper Yukon River, i.e., above Dawson towards White Horse, the British America Corporation will run 2 or 3 steamers, probably the Tyrrell & Lightning. There will also be the str. Willie Irving & the strs. Clara, Gold Star & Florence, which wintered at

White Horse. The Canadian Development Co. will put all its boats on the up river trade—the Canadian, Victorian, Columbian & Anglian. It also has the Australian operating from White Horse to Bennett City, & has 2 fast steel launches in the same service. The Bennett Lake & Klondike Navigation Co. will run the strs. Ora, Nora & Flora same as last season, the Ora & Flora to White Horse Rapids, & the Nora from White Horse to Bennett City.

Lake Bennett has been a busy boat-building point during the past winter & spring. Six river steamers & over 100 scows & barges have been built there, & 2 river steamers have been overhauled & repaired. The Canadian Development Co. has built a steel steamer, the Australian, at a cost of \$75,000. She is 115 ft. long, 24-ft. beam, & 3 ft. draught. She has accommodation for 175 passengers & 100 tons of freight, & has a speed of 15 miles an hour. The same Co. will operate 2 twin-screw steel launches, designed to run 16 miles an hour, & 2 steel barges, 100 ft. long by 20 ft. beam. The Co. will also operate 6 steamers on the river below White Horse rapids. The Bennett & Atlin Lake Transportation Co. has built a lake & river steamer, the s.s. Bailey, costing \$60,000. She is 110 ft. keel, or 126 ft. over all in length, 22 ft. beam, with hold depth of 4½ ft. She has a draught of 16 inches. The Northern Lakes & Rivers Navigation Co., of Victoria, has built the steamer Ruth. She is 60 ft. long, 16 ft. beam. Capt. J. Irving, of Victoria, has built The Gleaner, 115 ft long, 24 ft. beam & 5 ft. hold. She will accommodate 100 passengers. She will run between Bennett & White Horse, & also to Taku City, connecting there with the tramway & Capt. E. W. Spencer's Atlin Lake str. Scotia.

Following are particulars of the steamers which will ply this season on what may be called the Lower Yukon River, below Dawson, i.e., towards the sea & St. Michaels. The Seattle-Yukon Transportation Co. will run its 3 steamers Seattle nos. 1, 2 & 3. The Standard Oil Co. has one boat on the river, the Oil City, carrying its own freight. The Alaska Commercial Co. will run its 9 steamers,

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