

on the Toronto-Oakville run. Capt. J. Towers, formerly captain of the str. Ocean, will have charge of the Greyhound.

At the annual meeting of the Canadian Marine Engineers' Association, the following officers were elected: Hon. President, O. P. St. John; President, H. Parker; 1st Vice-President, A. J. Woodward; Secretary, S. A. Mills; Treasurer, H. Brownley; Inside Guard, H. Bowler; Auditors, D. L. Foley & E. J. O'Dell; Council, T. Good, W. Horwood, R. Binch, P. J. Carr & J. E. Kane.

The Polson Iron Works, Toronto, is building a composite steam cutter for G. Gooderham, of that city, to act as tender to his yacht Oriole. She will be 36 ft. long, 9 ft. beam, 3 ft. deep, with verticle engine 6"x7" & Clyde boiler 45"x66" long & 150 lbs. pressure. She will have steel frame & be planked with clear B.C. pine. She will be powerful enough to tow the Oriole if necessary. She was designed & is being built under the superintendence of W. E. Redway, naval architect, Toronto, & will cost about \$1,500.

The Polson Iron Works, Toronto, is building a handsome steel passenger steamer for the Richelieu River Navigation Co. of St. John's, Que., to be called the Majestic. She is 112 ft. long, 22½ ft. beam & 6 ft. deep, having vertical compound jet condensing engines, 14"x28", with 18" stroke, large Fitzgibbon boiler containing 1,400 ft. heating surface, with 150 lbs. pressure. She will be fitted with electric light throughout, including a powerful search light, & is to be finished by June 21 next. The guaranteed speed is to be 15 knots. The cost is in the neighborhood of \$20,000.

Province of Quebec Shipping.

The Canada Atlantic Transit Co. is organizing a barge line in connection with the Coteau Landing elevator, & is building floating elevators to transfer the grain at Montreal.

The widening & deepening of the ship channel between Montreal & Quebec, the increase of pilots, & the abolition of the contract system of buoys is being urged on the Dominion Government by the Montreal Board of Trade.

Notice is given of application to Dominion Parliament for an act amending the act incorporating the Quebec Steamship Co. by granting power to the Co. to buy & sell fruit & other goods & merchandise, & to carry on the business of general merchants, & for other purposes.

In response to a request of the Montreal Board of Trade for the establishment of an Admiralty Court in that city, the Minister of Justice proposes to establish a deputy registrar there whose emoluments will be derived from the fees in the cases, & Judge Routhier will attend to the actions themselves.

D. M. Robertson has been appointed captain of the Ottawa River Navigation Co.'s str. Empress, to succeed the late Capt. Bowie. Capt. Robertson was for several seasons purser of the str. Empress, & in 1897 was purser of the str. Sovereign. During the years he served as purser for the Co. he studied medicine at McGill University, & in 1898 obtained the degree of M.D., passing with honors. At present he is attached to the staff of the Royal Victoria Hospital, Montreal.

The Ottawa River Navigation Co. is having a wooden propeller built at Toronto by M. Simpson, to ply on the Ottawa River. Her dimensions are: Length, 100 ft.; beam, 21 ft.; depth, 7 ft. She will be fitted with fore and aft jet-condensing engines, cylinders 10x20 in., with 16 in. stroke; usual feed donkey-engine pumps; boilers, 120 in. long, 66 in. diameter; steam pressure, 160 to the sq. in. The contract speed is to be 14 knots. The machinery is being built by the Polson

Engine Works. The boat is to be completed by May 1, & will run between Ottawa & Thurso daily. Her passenger capacity will be 300.

Yukon & Northern Navigation Matters.

Capt. J. Irving, of Victoria, B.C., is about to build a steamer on Lake Bennett.

Capt. R. A. Talbot is building 3 steamers at Seattle for the Alaska trade, to cost about \$20,000 each. They are to be flat bottomed, 120 ft. long, 23 ft. beam, 12 in. draft light and 3½ ft. loaded, each to accommodate 400 passengers and 200 tons freight.

The Gold Mining Steamship Co., with headquarters at Victoria, B.C., is going to have built there 2 stern wheel steamers, 130 ft. long, 28 feet wide and 4 ft. deep. One is to be ready by May 1 and is to be sent to St. Michaels for service on the Yukon, the other will be sent north in sections and is to be ready to leave Lake Bennett when navigation opens.

It is reported that marine insurance underwriters have become alarmed over the plans of steamship companies to cut down the time on the run to Alaskan points and are seriously considering the question of calling a halt. The rates on vessels in that service during the last two years have been from 2 to 5% higher than on other coastwise vessels. Last year, when the great rush to the north was on and boats of all descriptions were pressed into the service, the premiums paid in some instances were fabulously high. Even the Pacific Coast S. S. Co., which has been running steamships to Alaska for 40 years and whose vessels have been constructed with full knowledge on the part of the owners of the necessities for ships in that service, had to pay largely increased rate.

At a meeting in Seattle, Jan. 16, of representatives of all companies operating steamers between British Columbia & Puget Sound ports & southwestern Alaskan ports the following rates were fixed:

Passengers.	1st Class.	2nd Class.
To Wrangel & points south.....	\$17	\$10
To Juneau.....	20	12
To Skagway and Dyea.....	25	15
Wrangel to Skagway.....	10	

General merchandise—to Wrangel, \$8; to Juneau, \$9; to Skagway and Dyea, \$10.

Horses & cattle, in lots of less than 3, to all Alaskan points, \$22.50 each; in lots of more than 3, \$20 each. Dogs, to all points, \$5.

Dressed meat, 2½ times the rate on merchandise. Live hogs, 4 times the merchandise rate. Sheep, merchandise rate, estimated at 500 lbs. each.

Lumber, per thousand ft., to Skagway & Dyea, \$9; to Juneau, \$8; to Wrangel, \$7.

Hay, per ton—to Skagway & Dyea, \$15; to Juneau, \$11.50; to Wrangel, \$10. The last rate may be slightly varied.

All the foregoing rates are now in force.

A budget of news from the frozen-in Yukon river steamers has been received from the lower river. Parts of the Sovereign's machinery became broken & others were worn out. Some of the parts could not be replaced, but could be repaired provided they were taken to a foundry. Mate Tritton was allotted the task of bringing out the heavy pieces, & lately reached Skagway. He started from Circle City, with a dog team, in a blizzard, for the perilous trip to Skagway. For 18 days he struggled over the frozen surface of the lower Yukon to reach Dawson. The river below Dawson is entirely different from the river above. The upper Yukon is frozen smoothly & makes a good sledding track. The lower river congealed in bunches and is as rough as the top of a miniature mountain range. Over this ice Tritton struggled with his heavy load. The fact that he was but 2 days longer on the trip from Dawson to Skag-

way than from Circle to Dawson shows what he had to contend with. The Sovereign has been pulled up on the bank at Circle City & the Victoria is between her and the river. The Tacoma, of the Empire line fleet, is almost as good as wrecked. She is in a very open position in the middle of the Yukon, 12 miles below Circle. The ice is piled up high around her. The Seattle, of the same fleet, has very little chance of getting free. She is some distance above Circle and to a certain extent protected by an island. The impression is that, at least, 20 steamers will be broken up when the ice moves.

The Canadian Development Co., with headquarters at Victoria, B.C., commenced operations last year & constructed 3 large steamers, the Victorian, Canadian & Columbian, which are now in winter quarters on the upper Yukon river. These steamers are 150 ft. long by 33 ft. beam, & have a speed of 15 miles an hour, & each is fitted with 14 water-tight compartments. Electric lights are fitted throughout. Each steamer has berths for 250 passengers, & a freight capacity of 200 tons weight. After arrival at Dawson in Aug., 1898, the Columbian & Canadian were placed upon the route between Dawson City & the White Horse rapids, & made several trips. The Co. is reconstructing & fitting with powerful boilers & machinery the Anglian, a somewhat smaller steamer, which will be placed in condition for the carriage of passengers and freight. In course of completion at Dawson City are 2 fast & powerful steel steamers of medium size & modern design, which were constructed in England, & will be used in connection with the larger steamers. To handle the through traffic from the temporary terminus of the White Pass Ry. at the head of Lake Bennett to the White Horse rapids, where connection is made with the steamers to & from Dawson City, the Co. has under construction in the East a fast packet steamer for the lake work. This boat is being built of steel, with a length of 115 ft. & 24 ft. beam. She will have 3 fore-and-aft and 7 transverse water-tight compartments. The boiler is of the Yarrow water-tube type, & the engines are of great power, giving the boat an ordinary working speed of 15 miles an hour. She will be fitted with electric lights, including search-lights, & will be equipped for the accommodation of passengers. She will be completed at an early date, & put into service immediately upon the opening of navigation. The Co. has made arrangements for warehouse & wharfage facilities at Dawson City & other important Yukon points, & has secured fuel for the entire season. A New York despatch says the Canadian Development Co. has bought the steamships Werra & Fulda, & will put them on the Alaska route. Sometime since it was stated these vessels had been sold to the Canadian Steamship Co., to run between Milford Haven and Paspebiac, Que.

Richelieu & Ontario Navigation Co.

The following report was submitted at the annual meeting, Feb. 14:—Your Directors submit herewith a statement of the Co.'s business for 1898:

	1898.	1897.
The gross receipts were.....	\$728,913.97	\$683,026.09
Operating expenses.....	590,936.51	552,950.94
Fixed charges.....	25,979.89	26,945.09
Net profit.....	\$112,027.55	\$108,130.06

Two semi-annual dividends of 3%, each amounting together to \$104,400, were paid, leaving \$7,627.55 to be carried to surplus. The earnings show a continued increase, notwithstanding that the 2 large railway companies made a reduction of 50% in their passenger rates throughout the entire season, & that owing to the Spanish-American war, the tourist traffic was very light up to the