

aimo. When the Klondike business began she was rebuilt and refitted with new boilers, etc., at a cost of \$45,000, and ran to Skagway until she was wrecked.

P. Mercier, C.E., of the Dominion Government engineering department, with headquarters at White Horse, Yukon, when in Montreal recently said the department has been engaged for some time in clearing the rivers of the different obstructions and providing routes along the different creeks and streams. Two hundred boulders have been removed from Thirty Mile river, some of them weighing as much as five tons. Dredging would be exceedingly expensive. Navigation between White Horse and Dawson, 450 miles, is now quite secure. Twenty-eight steamers, 18 of which belong to the British Yukon Navigation Co., are plying between the two points.

The Canadian Pacific Navigation Co. has in contemplation the construction of a new steamer for the gulf ferry service between Vancouver and Victoria. The vessel will be built of steel, the frames and plates will be prepared in the east and shipped to Vancouver where they will be put together. The new boat will have a length of 280 ft., with a breadth of about 29 ft. over the paddle guards, will have three decks, and will be built for speed as well as for comfort. The engines will also be built in the east and shipped to Vancouver for erection on board. Figures have been asked for from eastern builders, but the contract has not yet been placed. It is, however, expected that it will go to the Polson Iron Works, Toronto.

One of the most far-reaching marine transportation deals in the history of the Pacific Coast, involving a consideration of about \$1,000,000, has about been consummated, according to the Seattle Post-Intelligencer. When completed the entire tonnage owned by Dodwell & Co. will have passed into other hands. Already the Oriental ships, including the Olympia, Tacoma and Victoria, operated by Dodwell & Co., under the name of the North American Mail Steamship Co., have been

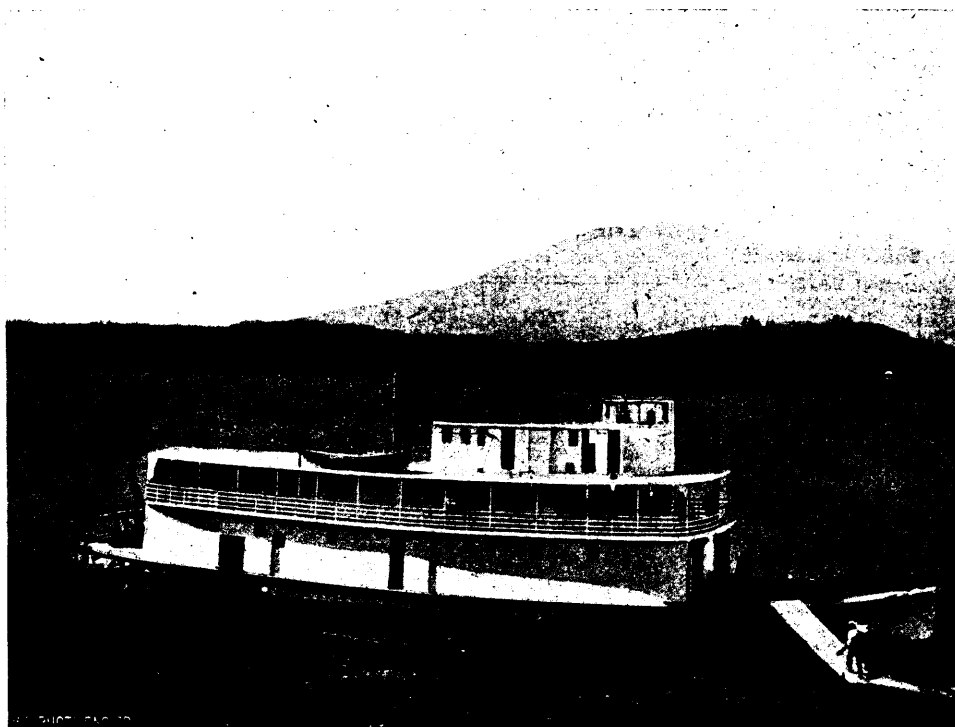


SCOWS LOADING AT BENNETT, B.C., FOR DAWSON, YUKON.

sold to a committee representing the Northern Pacific Rd. The committee has also purchased the str. City of Seattle, owned and operated by Dodwell & Co. between Seattle and Lynn Canal points. The Pacific Coast S.S. Co. is negotiating with the committee for the purchase of the str. City of Seattle, and it is extremely probable that this Alaskan liner will soon be owned and operated by the Pacific Coast S.S. Co., which is also negotiating for the purchase from Dodwell & Co. of the latter's fleet of Sound steamers, which includes the North Pacific, Utopia and Sehome. The deal is likely to be consummated in a

short time. The outcome of the purchases already made and the pending negotiations will probably mean the retirement of Dodwell & Co. from the Alaska and Puget Sound steamship fields. It is understood that they will, for the present at least, continue to operate as agents for the N.P.R., the Oriental liners which they have sold to that Co.

The day when the C.P.R. Empress steamers will meet strong competition in the trans-Pacific trade seems to be near at hand. Not only is the Great Northern Ry. constructing immense ships for the business, but the Pacific Mail Steamship Co. is making preparations along most pretentious lines. The Co. is soon to add a new passenger steamer Korea to its fleet, the vessel having been launched at the Newport News shipbuilding yards in Mar. last. The steamship is 572 ft. long, 63 ft. wide, 40 ft. deep, draws 27 ft. of water and has a displacement of 18,600 tons. She has accommodation for 1,530 passengers, 300 in the first cabin, 30 in the steerage and 1,200 in the Chinese or Oriental department. The Chinese quarters are so arranged that the space may be used for freight if unoccupied by passengers. The Korea will have a speed of between 18 and 20 knots an hour. The power will be furnished by two sets of quadruple expansion, four cylinder vertical engines having cylinders 35, 50, 70 and 100 ins. in diameter, respectively, by 66 ins. stroke, 6 double and 2 single-ended Scotch boilers 16 ft. in diameter, working at a pressure of 200 lbs. to the square inch. There are 2 three-bladed propellers, 19 ft. in diameter. With her sister ship, the Siberia, recently launched, the Korea will be put on the run between San Francisco and Hong-Kong, calling at Honolulu, Yokohama and Nagasaki. These two monster vessels will go to the Pacific coast together some months hence, and will be put into commission at the same time. Together their contract price is \$4,000,000. There is building at New London, Conn., a steamship 630 ft. long and having a displacement of 33,000 tons. She will ply between the San Francisco and Puget Sound for the Great Northern Ry., beginning next year.



THE STEAMER GLEANER FOR ATLIN, ON TAKU ARM, B.C.