

the river is clear of ice in the spring, which will be about the middle of April. We are also constructing a small river steamer for the Yukon River. This is to be of light draft, powerful & speedy. It will start up the Yukon with its load of passengers & freight as early in the spring as the river is free from ice—about June 15. It will be in charge of a first-class river man, & will meet the Mackenzie River party at La Pierre's House, near the head of the Porcupine, on or about July 1. Assistance will there be given to those of the Mackenzie River party who desire to cross over to the Yukon River. These men, with their outfits, will then be taken with the least possible delay, by our Yukon boat, to Dawson City or any intermediate point at which they may choose to land."

In British Columbia Waters.

The Barge Transfer no. 1, built in C. McAlpine's shipyards, Vancouver, for R. Duns-muir & Sons, Victoria, was launched Mar. 11. Her dimensions are, length 190 ft., breadth 40 ft., depth 12 ft. She is of larger tonnage than any sea-going craft yet built at Vancouver.

One of the largest scows on the inland waters has been launched at Nelson. It is 200 ft. long & 38 wide, with a capacity of 1,000 tons, & was built by the C.P.R. as a car ferry, to run between the Kootenay Lake terminus of the Crow's Nest Branch & Nelson, accommodation being provided for a train of 15 loaded cars.

The Dominion Government has been advised that the British survey ship *Egeria*, Capt. M. H. Smythe, now at Esquimalt, B.C., will at once begin a survey of the west coast of Vancouver Island, and the B.C. coast north as far as Wrangel. She was commissioned last year for this work, which is to be done by order of the Imperial naval authorities.

The addition of one boat to the line of steamers on the Kootenay River ensures excellent transportation facilities. The *J. D. Farrell*, recently built by Capt. McCormack, is modern in its appointments, & will be supplied with an electric searchlight, so that it can run at night as well as during the daytime. The *North Star* & *Gwendoline* have been repaired & refitted.

The Department of Marine has called for tenders for the erection of a wooden lighthouse & fog-bell tower on Prospect Point, at the entrance to the Narrows, Burrard Inlet, B.C. Notice has been given the Marine Department that the California Rock buoy, Favorite Reef buoy, Poundstone Reef buoy, & Vanderbilt Reef buoy, as also several buoys in Peril Straits, B.C., are missing.

J. H. Moir, New Westminster, B.C., writes us that he is building the following steam boats: For the Hudson's Bay Co., 2 stern wheelers, dimensions of each, length 140 ft., beam 30 ft., depth of hold 4½ ft. For the Rothsay Steamship Co., 1 stern wheeler, length 143 ft., beam 30 ft., depth of hold 4½ ft. For Klondike Mining Co., 2 stern wheelers, length 145 ft., beam 30 ft., depth of hold 4¾ ft. For London Steamship Co., 1 stern wheeler, length 140 ft., beam 30 ft., depth of hold 4½ ft. These dimensions are over all on the hull only, & do not include stern wheel timber length outside. For Fraser River Steam Tug Co., Capt. French, 1 tug, length 85 ft., beam 16 ft., midship depth 7 ft. For Capt. Myers, 1 steam tug, length 70 ft., beam 14 ft., midship depth 6½ ft. All these boats are intended to be in the water in May.

W. Galt, a well-known Toronto newspaper man, has been appointed Manager of the Toronto Ferry Co. in place of W. A. Esson, resigned.

The Yukon Trade.

On the Yukon, at a distance of from 700 to 800 miles from the sea, there are many points where the river is 20 miles wide.

Six or 7 steamships, averaging about 3,500 tons each, are now on their way to Vancouver from various points, to engage in the Yukon trade.

F. C. Davidge & Co., Victoria, have bought the Columbia River stern-wheel steamer *Ramona*, & will run her between Wrangel & Telegraph Creek.

The arrival of the C.P.R. Co.'s *S.S. Tartar* at Vancouver April 1 caused quite a stir in that city, & no little surprise that the Co. had been able to secure so fine a ship for its Yukon service. She was followed on April 12 by her sister ship the *Athenian*.

So numerous are the steamers now engaged in the northern service of the Pacific Coast that it is frequently said that in making the trip one never loses sight of vessels going or coming from the time he starts his trip until he ends it, though the voyage extends over a stretch of upwards of 1,000 miles.

The C.P.R. will make Wrangel Island a live place. C. E. Perry, C.E., who had charge of the Slocan branch of the C.P.R., has located at Wrangel, where the C.P.R. has acquired Sylvester's interest in the water front, paying for it \$11,000, in addition to which the residents paid \$3,000.

The Kootenay-Cariboo Mining & Investment Co., with headquarters at Toronto, advertises 250,000 shares of its treasury stock at 25c. a share, stating that the net proceeds are to be devoted to the construction & equipment of 3 steamers to run from the head of Teslin Lake to Fort Selkirk & Dawson City.

The importations of eastern goods into Victoria have become so heavy in consequence of the Yukon outfitting trade that the daily mail steamer *Charmer* is unable to carry all the merchandise brought for that city over the C.P.R. In consequence the C.P.N. Co. has decided to make extra trips with the *Yosemite* & *Willapa* until the rush of freight is over.

Evans, Coleman & Evans, of Vancouver, have raised their wharfage rates to \$1 a ton, owing to the extra hands necessary in connection with Klondike business. The extension of their wharf will be completed within a month. The addition is 275 ft. into the inlet, forming with the present wharf an L. A warehouse will be erected the whole length of the extension, 60 ft. in width.

Orders have been received by the inspectors of steamboats at B.C. ports, that all steamers sailing from there, British or foreign, are to be rigidly inspected & not cleared by the Collector of Customs until they can show certificates that they have passed a favorable inspection. This action on the part of the Canadian authorities was taken to assure the safety & comfort of travellers, & to guard against catastrophes.

Mr. McInnes, of Vancouver, has been to New York in connection with a steamboat service he is organizing. His company has secured the *S.S. Garonne*, 4,000 tons, formerly of the P. & O. line, which left England April 2 with a full cargo of freight and passengers. The *Garonne* will run from Vancouver to St. Michaels, starting June 10, & making regular trips all season. At St. Michaels the steamer will connect with 4 river boats that will ply between there & Dawson City—the *Paul Walters*, *Lulu Stewart*, *City of Chicago* & *Mascot*. This route & the one via Wrangel & up the Stikine River are, in Mr. McInnes' opinion, the only practicable routes from the Pacific Coast to the Yukon. All others are attended

with great hardship and expense, & at certain seasons, which are never known, it is impossible to travel over Skaguay & Dyea routes.

The Government steamer *Quadra* left Vancouver on Mar. 29th, having on board L. Coste, Chief Engineer of the Department of Public Works, who proceeds to the Stikine River to make an examination with a view to improvements. He was accompanied by a staff of engineers, surveyor & assistant. The party will survey the Stikine River for 100 miles to ascertain what improvements are necessary to overcome the obstructions to navigation. The *Quadra*, after landing the party, will return to New Westminster to tow north the snagboat *Sampson*, which will be employed in removing snags, rocks or other obstructions which render the navigation of the Stikine dangerous. Mr. Coste will also go down the Hootalinquia & on to Dawson, & a survey will be made of the Yukon from Dawson to the Alaska boundary. Chief Engineer Anderson of the Marine Department has also gone to the Pacific coast for the purpose of determining at what points aids to navigation are necessary, and to make other observations in the interests of the public service bearing upon communication with the Yukon territory.

Sir Hibbert Tupper, in recently introducing his bill in the House of Commons to amend the act respecting the coasting trade, explained it was designed to save to Canadian vessels a portion of the carrying trade of the Yukon. They were prevented by the U.S. coasting laws from participating in the carrying trade to Alaskan ports, & he thought it right that the trade to the Stikine should be preserved to them. The United Statesers were, he said, taking the extreme course of preventing goods from one U.S. port, inland or otherwise, being carried by a foreign vessel for any portion of the voyage. For instance, it had been ruled to be a violation of the U.S. coasting laws for goods from Seattle to be transhipped into Canadian vessels at Victoria & carried on to Dyea & Skaguay. On our side we are going on in the good-natured way, without regard to new & harsh enforcement of the U.S. laws. For instance, as in the case of the Alaska, a U.S. vessel has taken goods from Fort Wrangel to Glenora, the goods having previously been taken to the U.S. port of Wrangel from Victoria in another U.S. vessel. His bill would prevent this being done.

The Yukon rush still continues unabated at B.C. ports. There are daily sailings carrying large numbers of fortune-seekers & immense quantities of supplies. So great was the northward movement in the early part of the season that every available vessel was pressed into service, some of them being battered old hulks which, having become unseaworthy, were hurriedly patched up to meet the emergency of the occasion. The lack of experienced pilots in the intricate waters of the northern coast, which in the inner channels through the islands fringing the mainland are difficult to navigate, added to the dangers of the trip, which was taken by some Yukonites with grave misgivings that were not groundless, as evidenced by several disasters. This does not apply, of course, to all the steamers in the Yukon trade, but to enough of them at all events to make the addition of such staunch sea-going vessels as the *Tartar* & *Athenian* of the C.P.R. Co.'s line to the fleet one of more than ordinary importance. It is understood they will take the outside course on the route to Wrangel & entirely avoid the dangers of the inner waters of the Pacific. Their capacity is 500 passengers a trip, or 1,000 a week. With this acquisition to the carrying facilities, the great rush which is anticipated to reach its height very shortly will be amply taken care of from Vancouver & Victoria northward.