

discharging its ice into the gulf. Between the Isle of Orleans & Quebec is the doubtful locality, where there is during the winter a good deal of loose ice from the river above Quebec. It is believed, however, that this is not sufficient to render navigation impracticable, & that it would be a simple matter to keep the route open. At all events, the season of navigation could be extended very materially without encountering any ice in the river. The near prospect of these improvements, the early completion of a new trunk line to the west, with a special line of steamers, the opening of the district behind Quebec, with the development of the paper & pulp business, as well as agriculture, to sustain it, are causing this historic city of Quebec to strike a new gait, which promises to bring it well to the front in the march of progress.

The Routes to the Yukon.

In lecturing in Toronto recently, F. C. Wade, Crown Prosecutor for Yukon Territory, after referring to the hardships endured by those who had packed their outfits over the passes, said:—"But like the old Cariboo road, with its history of trials & hardships which we now gaze upon with wonder from the windows of a C. P. R. palace car, these trails with their rough & hair-breadth escapes, will soon be a memory only. An overhead trolley has been built across the Chilcot Pass, from Sheep camp to Crater lake. A medical friend of mine last fall took a passage in one of the buckets. Seated in this novel conveyance, smoking a cigar, he was the very picture of comfort. The passenger who next season glides pleasantly up the Skaguay trail by the White Pass Ry. will fail to recognize the change which enterprise has made in the face of nature."

Bennett, which is 35 miles over the White Pass from Skaguay at tide water, Mr. Wade described as a great shipbuilding yard last spring, when at one time there were on the shore of the lake, 3,000 boats ready for launching; boats made of whip-sawed & mill-sawed spruce, to be propelled by heavy spruce oars & what sails could be had. In these the gold hunters navigated Lakes Bennett, Nores, Tagish marsh, & Labarge for a hundred miles; then 400 miles of river travel to Dawson. Now steam boats have superseded all this. Mr. Wade says last spring the experiment was tried of running a small steamer from Bennett to Dawson, over the lakes, through Miles canyon, down the White Horse rapids, & among the rocks of Thirty-mile river. It was an entire success. The horse tramway past the canyon, & around the White Horse was completed. Half a dozen steamers were at once put on the route, & through navigation, with a change of boats at White Horse, was speedily established. In the fall a large river steamer was placed on the lower end of the route, from White Horse to Dawson. Many of the steamers that came up from St. Michael to Dawson last summer will be placed on the upper river. The navigation of the Upper Yukon, from the passes to Dawson, is an established fact, & is destined to supersede in a large measure transportation on the lower river from St. Michael, & transportation by small craft as well. The removal of a large number of sunken rocks from Thirty-mile

river, the construction of a safe channel through White Horse rapids, & some minor improvements at Five Finger rapids, would bring navigation on the Upper Yukon to a state of perfection.

"This navigation established, the traveller need no longer contemplate weeks of the varied labor of tugging at a big spruce oar with blistered hands, continuous 'baling out' & a broken back, the daily launching of a spruce monster, & the nightly beaching of the same, with the everlasting loading & unloading of several tons of cargo. The gales rattling down on Bennett through the Chilcot funnel, the hurricanes from Windy Arm on Tagish, & the huge swells of Labarge will be divested of their terrors. The White Horse, which already boasts 30 or 40 victims, & the Thirty-mile river need be feared no more. A few hours of railway travel over the White Pass & a three days' run by steamer over the bosom of a beautiful chain of lakes, among scenery Alpine in its grandeur, & down a swift running sinuous river, past mountains, through mountain chains, under lofty banks & sand hills, past thickly-wooded terraced flats, past headlands, cliffs, & escarpments of fantastic majesty & beauty, will bring the traveller to his destination, without hardship, without effort even. In the same journey months were formerly often occupied, and thousands were forced to return home without crossing the passes."

Danger to Great Lakes Levels.

J. McMullen, M.P. for North Wellington, recently spoke of the danger to the Canadian lake levels from the construction of the Chicago drainage canal, which will soon be completed, & pointed out that in any scheme for the deepening of the Georgian Bay harbors the influence of this work on lake levels must be considered. When the St. Clair flats were deepened a number of years ago, the increased flow of water reduced the lake levels in the upper waters by almost 3 ft. In the case of the drainage canal which would turn a large part of the outflow from Lake Michigan into the Mississippi, instead of the St. Lawrence system, the danger was very real. It would probably lower the water level on the Georgian Bay a foot or more.

From a report of the U.S. engineers it appears that the drainage canal was constructed under a State charter, & that the U.S. will have no jurisdiction until the canal becomes navigable water. The outflow by the canal will be very great. It was originally projected with a width of 250 ft. & a depth of 20 ft. The width as actually constructed is, in places where rock was met, 125 ft. The flow will be 10,000 cubic ft. per second. The Niagara flow is 260,000 cubic ft. per second. The taking away of this amount of water now reaching the ocean by the St. Lawrence will materially diminish the flow over Niagara & lower the lake levels, especially the level of Lake Huron. It is Mr. McMullen's belief that the Dominion Government should at the earliest moment serve notice upon the U.S. Government that a material lowering of lake levels following upon the opening of the drainage canal would be regarded as a cause for a claim for damages on the part of the Dominion.

Atlantic Transportation Co.'s Failure.

No marine failure of recent years has been so stupendous as that of the Atlantic Transportation Co., which went into receivers' hands recently. This Co. made contracts to transport coal from Newport News to New England ports at a very low figure. Lately it met with severe losses in the wrecking of several boats. The Co. was incorporated under New Jersey laws in 1897, with a capital stock of \$3,000,000 to transport merchandise & coal. It purchased a fleet of 27 vessels, consisting of 1 steamship, 3 tugs & 23 barges, & leased or chartered a fleet of 40 other vessels, which were on the inland lakes. All but 10 of these vessels were taken by way of the St. Lawrence River to Newport News. Owing to the lateness of the season, 10 of the vessels were left on the St. Lawrence River above the rapids. The Co. expended \$150,000 in securing the charters & transferring the vessels to the coast. The business of the Co. has of late consisted almost exclusively of transporting coal delivered to the Co. at Newport News by the Chesapeake & Ohio Ry. The liabilities are in the neighborhood of \$1,000,000. The assets consist of 24 purchased vessels, valued at \$900,000, and worth at forced sale \$613,500, interest in chartered vessels & office furniture, \$2,000. All the purchased vessels are encumbered.—Nautical Gazette.

Owners of lake vessels under charter to the A. T. Co. seem to feel no particular uneasiness over the announcement that receivers have been appointed. It has been the practice to make payments of charter rentals monthly in advance, & the owners have received the checks for Jan. The fact that these were signed by the Chesapeake & Ohio Coal Co., the principal company with which the A. T. Co. has contracted for the transportation of coal, indicates close relations between these two concerns & close relations also with the C. & O. Ry. Co. Officials of the Cleveland bank through which all checks are paid incline to the opinion that the application for receivers was made simply to facilitate certain difficulties in the administration of the property. W. A. Hawgood, a Cleveland vessel owner, has gone to New York to investigate. There is little doubt that if the lake vessels are not retained by the A. T. Co. other profitable occupation will be found for them, at least for the steamers & the better class of barges, as it is generally understood that vessels of this kind are wanted on the coast. The task of bringing all the barges back to the lakes would, of course, be a difficult & expensive one.—Marine Review.

A Kingston, Ont., wrecking company is said to have a claim of \$4,000 in connection with taking some of the steamers down the St. Lawrence. The 10 laid up at Coteau will be attached for the claim.

It is said the North German Lloyd Steamship Co. has arranged to run a Pacific line, with Seattle, Wash., as the American terminus.

The Laurauda has been sold at auction at Seattle, Wash., to S. G. Simpson for \$25,100, which was \$100 higher than the bid of Tacoma parties, represented by Hugh Wallace. This is the last of the ocean fleet of the Boston & Alaska S.S. Co.

Sectional Pipe and Boiler Coverings

of every description.

Engine Packings, Oils and Grease.

Belting, Cotton Waste, &c. ❁ ❁

ASBESTOS in all its forms ❁ ❁

Mineral Wool for deafening, fire-proofing, &c.

EUREKA MINERAL WOOL & ASBESTOS CO., - - 136 BAY ST., TORONTO.