

(DAILY TELEGRAPH, March 5.)

THE ELEVATOR.—“There will not likely be any more grain shipped through this port this season. The Carleton elevator has been practically closed up.” This elevator, the wharf on which it stands, and an \$80,000 branch railway were virtually a gift by the city to the Canadian Pacific Railway Company.

(Dispatch to DAILY TELEGRAPH.)

MONTREAL, Jan. 30.—The annual meeting of the Board of Trade, this afternoon, passed a resolution instructing the Council of the Board to press upon the Dominion Government the advisability of freeing the St. Lawrence Canal from the present tolls, and to give assistance to the Montreal harbor works.

(Telegram to HALIFAX CHRONICAL.)

OTTAWA, Jan. 30.—Sir Hibbert Tupper informed one of the government parliamentary supporters today that he intended to make a fight on the ratification of the French treaty at the coming session, but his language and tone indicated that some of his colleagues are still opposed to the treaty.

The steamer “City of Lincoln” whose Captain had never been in this port before, recently (mid-winter) came up the Bay of Fundy to the mouth of the harbor *without a pilot*.

Extract from Board of Trade Committee's Report on the Bay of Fundy and Harbor of St. John, N. B.:

As an evidence of the opinion entertained by underwriters of the safety of the navigation of the Bay of Fundy, we are authorized in saying that the agents in St. John for marine insurance companies are taking risks from St. John *direct* to Europe at the same rate of premium as from Halifax, Nova Scotia, and from Boston and Portland, thus minimizing the dangers of the Bay, which have been made such a handle of by parties who are interested in disparaging the character of our port.

Your committee would now call attention to the

ADAPTABILITY OF THE PORT

of St. John for handling a large portion of the traffic which, as expected, will soon come over the Canadian Pacific Railway on the completion of the so-called