

the hull being of mahogany and cedar. Its cost must have been double or treble that of the Canadian boat "Senneville" by which Grey Friar was beaten. The British yacht seems to have been built to run best before a strong breeze, such as generally prevails on the sea coast of the old land. As the wind on the race days was light and very fitful, the owner of Grey Friar claims that his vessel was under serious disadvantages. Anyway he was delighted with the hospitality of the Canadians he met, and the contest was conducted with equal honour on both sides. It will still further enhance the respect of the people in the United Kingdom for Canada that a crack British yacht was beaten three times running by a boat built and sailed by Canadians. May Grey Friar carry off the honours on White Bear Lake, Minn., where it is to race against an American yacht!

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The British House of Commons on 30th ult. voted \$10,000,000 for expenditure on the Pacific cable, in accordance with agreement with Australia and Canada. This ensures the project being consummated at the earliest practicable date, Mr. Chamberlain having stated that work would be commenced immediately on the construction of the cable and in making the preliminary arrangements. Without indulging in any over-sanguine anticipations as to the advantages of the Pacific cable to Canada, the establishment of this line to the Australasian colonies and its connections with China and Japan can hardly fail to be of service to the trade of this country, which is promising to grow with the antipodean colonies and Eastern markets. It will be something also for Canada to have the distinction of being a party to so important an Imperial project, and becoming recognized as the main link in the cable communication between Great Britain and the Australian Commonwealth, and New Zealand, and the Eastern Empires.

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A company has been organized to carry on the manufacture of a new apparatus for signalling at sea, which, if it fulfils the hopes of the promoters, will have an important influence upon the safe navigation of vessels, more especially on the St. Lawrence route. The plan is to establish signalling communication between a vessel and stations on shore, and *vice versa*, so that in a dense fog a vessel could make its exact location known or make enquiries in reference thereto. The system has been under experiment for a length of time with excellent results, but costly; now, however, devices have been invented for cheapening the apparatus, so that confident expectations are being relied upon for a very large demand of these submarine signals. Sounds can be transmitted

through water by the proposed system of electric bell signals in any weather for two miles, which can be read from a receiver as readily as from an ordinary telephone. The fact that Sir William Van Horne is interested in the company organized to manufacture these signals is a hopeful feature, as Sir William is one of the last men to be taken in by a fake. Mr. Henry Whitney, also a large capitalist, is the President. As this port is vitally interested in the dangers of the St. Lawrence being minimized, the new signals will excite hopes that, if realized, will be of the utmost service to the national port of Canada.

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Since the steamers "Assyrian" and "Lusitania" were lost off Cape Race, Newfoundland, two British marine insurance companies have withdrawn from insuring goods upon open policies inward to the St. Lawrence, and have cancelled all their existing policies relating to the same business. So runs an announcement made by Major Bond to the Dominion Government. The charts showing currents around the S.E. coast of Newfoundland are alleged to be faulty, so the necessity is most urgent for new surveys and corrected charts for navigators, especially those running between this port and Liverpool. The duty seems more incumbent upon the Government of the Island and upon the Imperial Government than on that of this Dominion, as Canada has no jurisdiction in the waters or on the coasts which are so dangerous.

FIRE AT LAPRAIRIE.

On the 26th ult. a fire broke out at Laprairie, a town on the St. Lawrence, on the opposite shore to and a little west of this city, which did considerable damage. The local fire protection is quite inadequate to the requirements of such a community, and reliance had to be placed upon the fire brigade of this city, which was run across the bridge and did valuable service. Amongst the properties damaged was the Convent and a number of stores and dwelling houses, the insurance on which was trifling, though the total damage is estimated to have been \$70,000.

THE FIRE AT WINDSOR MILLS.

On the 29th ult. the St. Francis Mill of the Canada Paper Company, at Windsor Mills, was destroyed by fire. The origin of the fire is unknown; it broke out in the basement at 5.45 p.m. Although there was a fire protective apparatus on the premises, the heat so rapidly became intense as to prevent its being of service. The whole building was in ruins within an hour, and contents were burnt. The mill was built in 1897, and was regarded as one of the best equipped paper mills in Canada, in which 80