

from Wrangel to Glenora, exclusive of meals or berth. This will make the first-class rate from Victoria to Glenora approximately \$50, & the second-class \$35. South-bound passage rate was also discussed, \$10 being favored by many; nothing definite, however, was done on this rate, it being laid over until a later meeting. Through freight quotations from the Coast were also laid before the meeting, \$50 a ton being favored by many, but this also was laid over.

The rates mentioned are to be considered minimum rates, & apply on the up-river trip only, & no cut, either by way of commission or otherwise, shall be made. An agreement has been signed by those at the meeting, binding all to maintain these rates until the agreement of the lines to an alteration shall have been obtained.—Victoria Colonist.

Richelieu & Ontario Navigation Co.

The Co. has met the railway cut rates by a \$4.50 rate from Toronto to Montreal, including meals & berths, by the steamer Hamilton. From Toronto to Kingston the rate is \$2. The Hamilton commenced running the last week in April.

At a meeting of the directors, April 12, a half-yearly dividend of 3% was declared. It was decided to begin the Montreal-Quebec service with the steamers Montreal & Canada, the Montreal to remain on the route the whole season, the Canada to be transferred later on to the Saguenay route, her place on the Montreal-Quebec route to be taken by the Quebec.

The Co. will begin the operation of its Toronto-Montreal service May 30 with the Spartan, Corsican, Algerian & the Bohemian. Later in the season, if the Toronto is completed in time, she will take the place of the Algerian, & the Bohemian will meet her at Prescott, continuing the trip to Montreal.

The hull of the Co.'s steamer Toronto, now building in Toronto, a description of which appeared in our March issue, will probably be ready for launching about the middle of June. The staterooms & woodwork generally are being prepared, & can be placed in position at any time after the hull is launched; but the engines have to be erected in the shop, then taken down & placed in position on the boat, all of which will take time, so that it is not probable she will do much if any business this season, as the tourist rush will be virtually over before she can be put on the route. A statement which appeared in a Toronto paper recently to the effect that a second boat for the R. & O. Co. is under construction in Toronto is incorrect. The Co.'s last annual report stated that a sister boat would be built to be ready in 1899, but nothing in the way of construction has been done yet, & it is not believed the contract has been let.

Capt. Batten will be pilot for the Co.'s boats from Coteau Landing to Montreal this season.

In Montreal recently in the case of Mrs. A. H. Allan vs. the Richelieu & Ontario Navigation Co., the plaintiff, who is from New York, claimed \$10,000 damages on account of injuries received on board the S.S. Bohemian in July last. She was a passenger from Kingston to Montreal, & was in the dining room waiting for some sandwiches which she had ordered. Near the end of the room was a curtain from behind which the waiters were bringing dishes in preparation for the dinner. One of the waiters having somewhat burned his fingers on one of the dishes hurriedly deposited it on a table & disappeared behind the curtain. Mrs. Allan went to see behind the curtain, but instead of going around rushed right through it, & fell through an open hatchway that was behind & received serious injuries, which necessitated considerable medical attendance & nursing. The court held

the Co. could not be made responsible for the accident, which was due entirely to the imprudence of the plaintiff, & consequently the action must be dismissed.

May Weather on the Lakes.

On an average 6 storms pass over the lake region in May, the majority of which, however, can be safely weathered by the larger craft. The number of storms in May during the last 20 years has neither increased nor diminished. There were more storms in 1892 than in any other year, yet the loss to marine interests was not so great as in 1894 & 1895. During the 10 years, 1877 to 1887, the money value of vessels lost or damaged in May amounted to about half a million dollars; from 1887 to 1896, both inclusive, the loss amounted to a little over a million & a half, although fewer vessels were lost or damaged during the last-named period. By far the greater number of storms that pass over the lake region during this month come from the northwest. The storms of May, & also of the summer months, are not so severe as those of late fall & winter. Neither are the outward signs of their approach precisely the same. The dangerous winds of summer are the squall winds which accompany thunderstorms. They last but a short time, & their coming can almost always be foretold by the appearance of the western sky. The barometer is unsteady, rising & falling quite abruptly. The day is generally close & oppressive & the clouds present a broken & heaped-up appearance.

Probably the most disastrous May storm that has occurred in the lake region during the last twenty-five years crossed the southern end of Lake Michigan May 18, 1894. The day previous had been warm & sultry & numerous thunderstorms occurred throughout Wisconsin, Illinois, Michigan, Ohio & Indiana. On the morning of the 18th the winds were north-easterly & exceedingly gusty, the velocity varying from 30 miles per hour one minute to 60 the next. The sea likewise was unusually heavy, the waves being short & choppy, measuring from 10 to 15 feet from hollow to crest. To add to the danger of wind & sea, rain mixed with snow fell during the afternoon hours. As a result of the storm 26 lives were lost, 14 vessels were totally & 12 others partially wrecked, involving a money loss of over \$80,000.—United States Weather Bureau Chart.

The Yukon Fleet.

With steamship agencies & managements preparations for the opening of navigation on the Stikine & Yukon Rivers are rapidly taking form. The C. P. R. Co., which, owing to its wide connections, can be taken somewhat as a leader in its estimate as to traffic likely to develop when the second rush sets in, has been in no way retarded in its preparations through the present temporary lull. On April 28 the Victoria Colonist said:—Work on the very formidable fleet of river boats they are building for the Stikine is being forwarded with all haste. The first of these, the Hamlin, sailed April 25, & will be followed by others in the very near future. It is expected the Hamlin will sail on her first trip up stream on May 1. In conjunction with this move the Co. will give the magnificent steamer Tartar dispatch for northern ports to-day. Her agents state that they have a good list of freight & passengers booked for her. At Wrangel connections with river boats will be made & freight & passengers sent on to Glenora, from which port there is but a short portage before the chain of waters leading to the upper Yukon is reached. The Canadian Development Co. steamers Victorian, Columbian, Canadian & Monte Cristo will also be placed on the river as soon as possible, & a particu-

larly good opportunity of reaching Glenora without transfer or other interruption will be afforded passengers leaving on these vessels.

Next week will see the first two sail, the Victorian being now about ready for the long voyage on sea & river. After inaugurating their services these steamers will be operated exclusively on the river, & at Wrangel will make connections with ocean-going steamers of different lines. The C. P. N. Co.'s steel steamer now in course of construction & probably the Transfer, if business warrants, will likewise be placed on the Stikine during May.

B. C. Freight & Shipping Report.

R. P. Rithet & Co., Victoria, B. C., say in their shipping report dated April 30:—During the past month the situation has undergone somewhat of a change, & the close marks a great improvement. This is almost entirely in the north, however, as owing to the drought in California, any demand for export from there has been stopped for the present. The improved grain market has had some influence indirectly on lumber & freights, for iron & steel vessels that would otherwise have gone in for such business are now doing better from the Columbia River. Consequently the rates for lumber remain moderately firm, though there are more vessels coming into the market than has been the case for some time.

The City of Delhi has been taken up at 30s. for salmon, the balance of last year's pack, & will begin to load almost at once. For the coming season a number of fixtures have been made, mostly at 33s. 9d., but the cargoes for these will of course not be ready until September next or later.

We quote freights as follows:—Grain. San Francisco to Cork f. o., nominal, no demand. Portland to Cork f. o., 35s. Tacoma to Cork f. o., 32s. 6d. to 35s. Lumber. British Columbia or Puget Sound to Sydney, 47s. 6d.; Melbourne or Adelaide, 50s.; Port Pirie, 45s. to 47s. 6d.; Fremantle, 57s. 6d.; Yokohama, 42s. 6d.; Shanghai, nominal; Tientsin, nominal; Valparaiso, f. o., 42s. 6d. to 45s.; U. K. or Continent, 60s. to 62s. 6d. Rates for lumber are more or less nominal owing to the absence of tonnage.

The Pacific Steamships.

C. Denby, Secretary of the U.S. Legation in China, writing in the North American Review on "America's Opportunity in Asia," complains that U.S. commerce with China has to be conducted under foreign flags. Among other things he says: "The steamer lines between the Pacific coast & the Orient should receive such financial support as to be able to maintain frequent communication by United States built ships of the highest class. Canadian competition should be surpassed in a particulars. The profits on the carrying & insuring of U.S. goods should be diverted to U.S. companies. Our people should no longer endure the humiliating necessity of sending our merchandise, our mails, & our telegrams under the protection of a foreign flag."

This is a candid admission, from an official source, of the vast superiority of the C.P.R. Empress line of Royal mail steamships over any of the lines between U. S. Pacific Coast ports & the Orient. The magnificent Empress fleet, so superior in speed, safety & comfort to any U.S. Pacific line, has secured so firm a hold on the passenger travel that, even were the U.S. lines to improve their equipment, they would find it hard, if not impossible, to regain their lost ground. But the C.P.R. is not content to rest on its laurels & it is well understood that the replacing of the Empresses by larger, faster & more luxurious steamships is among the things that have been decided on.