

during Mar., & that the plant will be in shape to commence work about June 1. The Co. has not definitely closed any contracts for building vessels, but has several in view.

Certain changes in the navigation rules of the St. Mary's River, suggested by Capt. A. B. Davis, who is in charge of the U.S. revenue cutter patrol service on the river, were approved by the vessel owners, & have been promulgated by the Secretary of War. The changes are not of a radical kind, but it would be well for all ship masters to secure from collectors of customs, or from Capt. A. B. Davis, who is located at Milwaukee during the winter, a copy of the latest government circular on the subject, which contains the rules in full as revised.—Marine Review.

Deputations from the town councils of Port Elgin, Kincardine & Southampton met at Stratford recently with reference to securing steamboat service. Goderich was not represented. It is understood they recommended the adoption of a plan for paying a subsidy by each town to some suitable boat, based on the population of the several towns interested, as follows:—Sarnia 7,000, Goderich 4,500, Kincardine 2,500, Port Elgin 1,600, & Southampton 1,600, the subsidy to be at the rate of 6c. per head of the population, to be paid only for round trips actually made & when the boat calls, the basis to be 16 trips during the season.

The C.P.R. Upper Lake steamers will be officered as follows this year:—SS. Manitoba, Capt., E. B. Anderson; 1st mate, A. McNabb; 2nd mate, J. Currie; chief engineer,

W. Lewis; 2nd engineer, J. Greig; purser, W. Bethune; steward, J. H. Brown. SS. Athabasca, Capt., George McDougall; 1st mate, M. McPhee; 2nd mate, T. Benwell; chief engineer, W. Lockerbie; 2nd engineer, J. W. Davey; purser, J. MacEdward; steward, Jas. M. Gardhouse. SS. Alberta, Capt., J. McAllister; 1st mate, L. Pyette; 2nd mate, Alex. Brown; chief engineer, Angus Cameron; 2nd engineer, Chas. Butterworth; purser, J. E. Laine; steward, J. C. Brown.

British Columbia Shipping.

The str. North Vancouver, which will run between Vancouver, North Vancouver & Moodyville, has been launched in Vancouver. She is 81 ft. over all, 20 ft. beam, displacement 81 tons. The engines will be compound, 200 h.p. She will be on the route about the end of March.

The Canadian Pacific Navigation Co. started its increased service on the Vancouver-Victoria run, Feb. 20, the passenger service being supplied by the str. Charmer, & the freight service by the str. Yosemite. The passenger steamer leaves Victoria at 7 a.m., & leaves Vancouver at 1 p.m.

Several changes have been made on the C.P.R. Co.'s steamers. Capt. Sears, late of the str. Princess Louise, has been appointed to the str. Yosemite; Capt. P. J. Hickey, of the str. Transfer, has been transferred to the str. Princess Louise, on the Westminster-Victoria run, & C. Gardner, a river pilot, has succeeded Capt. Hickey on the str. Transfer on the Westminster-Steveston run.

Yukon and Northern Navigation.

In connection with the owners & operators of the White Pass & Yukon route & the upper Yukon transportation service of the Canadian Development Co., the Canadian Pacific Navigation Co. has issued a circular, whereby the reduced traffic rates for through business to the North are brought into force. The tariff affects a general reduction of rates over those of last year, ranging from 40 to 60%, & with an elimination of the old system of weight & measurement ship's option, the rates now quoted being absolutely fixed on a weight basis with a liberal allowance for displacement. If goods are carefully packed & prepared for transit there seems to be no reason why all classes of general merchandise should not secure the flat-weight rate.

The tariff itself is as follows: "Shipments of 5 tons or under: Through rate, \$145 a ton, weight—provided the total measurement of each shipment does not exceed an allowance of 55 cu. ft. to each 2,000 lbs. weight, all excess measurement over such allowance to be charged for in addition to the through rate at \$1 a cu. ft. Shipments of over 5 tons: Through rate, \$125 a ton weight—provided the total measurement of each shipment does not exceed an allowance of 55 cu. ft. to each 2,000 lbs. weight, all excess measurement over such allowance to be charged for in addition to the through rate, at \$1 a cu. ft. Cattle & horses, in lots of not less than 14, \$85 each. Shipments under this tariff will be carried subject to the conditions of the Co.'s regular bill of lading, & will also be subject to the following general conditions: Single articles of freight

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