

they would sustain the effort which his mighty arms were exerting to hold the vessel in her course. And well did he merit their confidence—now spinning the wheel like lightning to escape a dangerous rock, now holding it firm with all his vast strength to prevent the vessel's swerving, now leaning far from his station to scan the water with hawk-like eyes for hidden dangers. Nothing could appal him or shake his iron nerve, & barely grazing a dangerous crag he shot the steamer into calm water.

Once more had a shipload of souls been safely brought through the rapids by the intrepid savage. Few of the women restrained their tears, & men looked at their wives & little children, shuddering to think of the dangers they had passed, & then turned with swelling gratitude to the Indian. A mighty cheer burst from their throats, women threw him flowers, a purse fell solidly at his feet, & a subscription list was rapidly circulated.

Amid all this the stern child of primeval race was the only one apparently unmoved. His features, fixed in the traditional composure of his race, betrayed no emotion, & his steady & piercing glance did not regard the cheering crowd. In the room in the pilot tower below where he stood, the plain Irishman, who had been steering the steamer all the time, took a chew of tobacco. The iron-nerved savage performed with a dummy wheel on top of the tower, so the tourists would get their full money's worth of thrill. —New York Times.

Notices to Mariners.

The Dominion Department of Marine has issued the following notices since those enumerated in our last issue:—

No. 63, Oct. 13, Ontario.—1. Light house on Aylmer Island. 2. Reefs in the east end of Lake Superior.

No. 64, Oct. 15, British Columbia.—1. Light house & fog bell on Prospect Point. 2. Light house on Egg Island. 3. Light house on Ivory Island. 4. Denny Rock dangerous.

No. 65, Oct. 17, New Brunswick.—Improvement in light house on Sand Point.

No. 66, Oct. 20, Nova Scotia, buoyage on Atlantic coast.—1. Buoy on Middle Ground Shoal, Halifax. 2. Removal of southwest breaker bell buoy to Port Medway fairway. 3. Conical buoy on southwest breaker. 4. Can buoy off Neil Point.

No. 67, Oct. 19, Ontario.—1. Light house removed from Hugh Rock to Carling Rock. 2. Rocks in Parry Sound Channel.

No. 68, Oct. 22, Ontario.—1. Additional buoys in Detroit River. 2. Buoys in South Bay entrance. 3. Dangerous wreck in River St. Mary.

No. 69, Oct. 22, Ontario.—1. Temporary range light at Port Dalhousie. 2. Wreck on Bay of Quinte.

No. 70, Nov. 2, British Columbia.—Aids to navigation in Victoria Harbor.

No. 71, Oct. 31, Quebec. Improvements in ship channel, River St. Lawrence.—1. Barre a Boulard cut completed & buoyed. 2. Removal of patches & rearrangement of buoys. 3. Widening of channel opposite Montreal.

No. 72, Nov. 3, Quebec.—St. Emelie Range lights.

UNITED STATES MARINE NOTICES.

The Notice to Mariners for the Great Lakes, issued by the U. S. Hydrographic Office, Oct. 15, contains the following among others:—

158. St. Mary's River, Lake Superior entrance.—Shoals between Gros Cap & Point Iroquois; establishment of buoy.

159. St. Mary's River, upper end, Point aux Pins.—Foundering of the lighter Monitor, danger to navigation.

165. Lake Erie, mouth of Detroit River, Bar Point.—Establishment of buoys.

B. C. Freight & Shipping Report.

R. P. Rithet & Co. say during the past month there has been some enquiry for vessels to take general cargo, but practically no demand for grain carriers either at San Francisco or in the north. In the latter quarter there has been an unusually fine crop, but freights have failed to respond, partly because of the firmness with which grain is held, & partly, no doubt, owing to the want of encouragement from consuming markets.

In the lumber market rates have been maintained fairly well & quotations are either unchanged or only slightly down from last month. There is reported to be a very well-defined shortage of logs, shared by all exporting mills, & this is having considerable effect both on the freedom of shipments & the prices of finished lumber.

The David Morgan, of the prospective salmon fleet, having been given up for lost, has been replaced by the Celtic Race, of which the charter is now announced at a lump sum.

We quote freights as follows:—Grain—San Francisco to Cork f.o., 23s. 9d., nominal; Portland to Cork f.o., 32s. 6d., nominal; Tacoma to Cork f.o., 30s., nominal. Lumber—British Columbia or Puget Sound to Sydney, 37s. 6d. to 38s. 9d.; Melbourne or Adelaide, 47s. 6d. to 48s. 9d.; Port Pirie, 46s. 3d. to 47s. 6d.; Fremantle, 57s. 6d. to 60s.; Yokohama, 42s. 6d. to 45s.; Shanghai, 47s. 6d. to 48s. 9d.; Tientsin, nominal; Valparaiso f.o., 40s. to 42s. 6d.; U.K. or Continent, 65s. to 67s. 6d.

In British Columbia Waters.

C. W. Bush & D. G. Kurts have registered a partnership as the Balfour Steam Navigation Co., at Kokanee Creek.

It is reported that the Fijian Government has decided to withdraw its yearly subsidy of £1,500 from the Canadian-Australian steamship service. If so, the boats will not call at Suva.

On Oct. 20 35 vessels of over 1,000 net tonnage each were in B.C. ports. Of this number, 16, representing over 36,000 tonnage, were loading or discharging cargoes at Vancouver.

The C.P.R. Co.'s steamer Moyie was launched at Nelson, Oct. 22. She will ply on Kootenay Lake between Kuskanook, the temporary terminus of the Crow's Nest Pass Ry., & Nelson.

Still more boats will be placed on the Vancouver-San Francisco run. The Pacific Coast Steamship Co. has chartered the steamers Laurada & South Portland from McCalden Bros., of New York, & will run them in connection with the Queen, Umatilla & Walla Walla.

The new trade opened up by the annexation of the Hawaiian Islands by the U.S. is not to be monopolized by U.S. shipping. The steamer Garonne, which has just been placed on the Puget Sound-Honolulu route will call regularly at Vancouver for freight, a good part of which will be carried over the C.P.R.

The B.C. Marine Railway Co. has bought a site in the east end of Vancouver, & it is said that work will soon be started on a marine railway plant there. W. F. Bullen, Manager of the Co.'s Esquimalt plant, has been looking over a number of plants in the U.S. to gather ideas. The Esquimalt plant has all the work that can be handled there.

The Government steamer has lately replaced the lighthouse beacon on the sandhead, the north beacon on Sturgeon bank, Spanish Bank beacon & the east beacon, first narrows Burrard Inlet. The beacons, with the exception of the north beacon on Sturgeon bank, which is 3 cables south of its old position, are in the positions shown on the present Admiralty charts.

Local shipping suffered a severe loss by 3 steamers being destroyed at the New Westminster fire. This was followed by the wreck & almost total loss of the steamer Boscowitz, & the wreck, on the northern coast, of the steamer Brixham, engaged in the Klondike trade. She was an iron-built steamer of 396 tons, owned by the Boston & Alaska Steamship Co., operating from Seattle, but was well-known at Vancouver, as she took on the supplies for the Northwest Mounted Police there.

On Oct. 21 the C.P.R. steamer Athenian sailed from Vancouver for Vladivostok on her initial trip. The steamer Tartar followed shortly after, & the steamer Selkirk is under charter to load flour at Tacoma to be taken to Vancouver port & transhipped to Vladivostok ex the R.M.S. Empress of Japan. Several tramp steamers have also recently loaded lumber cargoes at Vancouver for the Russian port. As stated in our last issue, the Tartar & Athenian are going in the C.P.R. Co.'s regular Pacific trade between Vancouver & China & Japan.

The Customs returns show that 2,732 sea-going vessels called at Vancouver during the year ended June 30 last. The value of goods that passed through the city, on transit to & from foreign ports, was \$10,232,716. To this should be added some \$5,000,000 for the value of manufactured articles & products of Canada arriving at & shipped from Vancouver. The total revenue collected at the port for the fiscal year was \$667,842.56. The statement of the imports consumption shows a total value of \$2,983,291, while the exports, under their various heads, are as follows: Mining, \$95,255; fisheries, \$347,644; forest, \$251,652; animal products, \$45,326; agricultural products, \$62,217; manufactures, \$176,102; miscellaneous, \$29,449; coin & bullion, \$106,555; grand total, \$1,114,200.

For some time it has been apparent to the management of the Union Steamship Co. that a larger steamer with greater passenger accommodation was needed for the northern run from Vancouver, 150 miles up the coast as far as Port Neville, now handled by the steamer Comox. This boat is a business-like little steamer & has done good service in the past, but the route has become too much for it, & the Co. has decided to procure a new boat. Just what kind of boat is needed is a question that will require serious consideration. The Cutch, which goes to Skagway in a week or two, draws rather too much water to go into all the coves & bays that make the route handy for the settlers. A flat-bottomed vessel, something like the Joan, is the kind of boat that will probably be secured. Whether a new one will be built or another bought is also an unsettled question. It is intended that she will be fitted up in good style, as far as passenger accommodation is concerned, & will be fast enough to make 3 trips a week without trouble, so that the service will be vastly improved.—Vancouver World.

Yukon Navigation Matters.

A Washington, D.C., dispatch says:—The discovery of 2,500 miles of additional U.S. territory on the Alaskan coast, & of a new channel for Yukon-bound vessels, which will minimize distance, time & danger, is officially reported to Superintendent Pritchett, of the U.S. Coast & Geodetic Survey, by J. F. Pratt, the assistant in charge of the expedition which has been working in those waters. What the expansion of the mileage of the Alaskan territory is due to is not known. There is a possibility of constant outward growth of the land since the first charts were made, but the better opinion is that it is due to previous inaccurate charts, the present being the first regular & reliable survey of the region.