

that the Buffalo route should be so heavy a loser of trade this season than that the Georgian Bay route should be so heavy a gainer. As the St. Lawrence route, with the completion of terminal equipment, will have the greatest advantage next season, it stands to reason that the Buffalo route will be harder hit than will the Georgian Bay route. The result must be to throw the bulk of the through trade to Canadian routes in the near future. Of the two projected routes for competition with the three established routes, that of the air line from Collingwood to Toronto has considerable advantage in that it can be constructed & put in operation in a year's time & have a good start in establishing business. The other route, that of the ship canal from Chicago to the Gulf of Mexico, is one that is not likely to be in operation for at least 10, & probably 20 years, such is the magnitude of the undertaking.—Toronto Globe.

Maritime Provinces & Newfoundland.

H. M. Whitney says nothing at all has yet been done about establishing a shipbuilding plant in Cape Breton.

The negotiations which were in progress for the absorption of the Yarmouth Steamship Co. by the Dominion Atlantic Ry. Co. are said to have fallen through, & a bitter rate war is in progress between them.

At a meeting of the stockholders of the Frontier Steamboat Co., at Calais, Me., recently, it was resolved to close up the business. The stockholders will get about \$2 a share, par value of which was \$10. A new company will be organized & new stock issued at that rate to those who wish to invest. Heavy losses have been sustained by the burning of boats, as well as competition of steamers & railway.

A wooden steamer is being built at Dartmouth, N.S., to run to the Magdalen Islands in conjunction with another one recently purchased in England. Other shipbuilding in Nova Scotia this spring includes a barkentine 113 ft. keel, 30 ft. beam, 12 ft. deep, & 299 tons register, called the D. C. Mulhall, built for trade to Brazil, & classed 13 years in the American Record; also a vessel 131 ft. long, & to measure about 340 tons, now on the stocks. The two latter vessels are built by A. W. Hendry, Bristol.

The Nova Scotia Legislature recently pass-

ed an act to encourage shipbuilding & manufacturing. It provides that, "on & after May 1, 1901, all machinery, stock in progress of manufacture & manufactured, plant & tools in actual use in any establishment in the province, established for the manufacturing of ships of iron or steel, or any combination of metals of like character, or for the manufacturing in iron or steel, shall be exempt from taxation for any purpose excepting for school, sewer, or water rates, but said manufacturing establishment shall pay in lieu thereof a license fee equal to 1% of the assessed valuation of its real estate. All ships or shares in ships of iron or steel or any combination of metals of like character built & registered in the province, shall be exempt from taxation for any purpose whatsoever for 10 years from the time this act shall come into force in any town, city or municipality."

H. L. Chipman who, as announced in our last issue, has been appointed Manager of the Canada Atlantic & Plant Steamship Co., remains in Halifax, where he has hitherto been Superintendent, the general offices being removed from Boston to Halifax. In a recent interview he said: "We are looking forward to a very large business. There will be a very large travel to Cape Breton particularly. That part of the province has always been popular among tourists, & has had increasing attention paid it each year; but I have no doubt that this summer the number going in that direction will be even larger, as so many are attracted thither on account of the great work which is going on in Sydney in preparation for the commencement of the iron industry there. Sydney has become famous in the U.S. during the past year, & a large class of the U.S. public, having heard something of it, are anxious to go there & see what is going on, & whether there may be any further openings."

In a recent interview, Mr. Black, of Pickford & Black, gave the following information about the firm's new service between Canada & the West Indies. He said:—"There will be one steamer sailing every fortnight from Halifax on the Demerara route. The steamers on alternate fortnights will make slightly different itineraries. One sailing from St. John, N.B., will call at Halifax, Bermuda, St. Kitts, Montserrat, Antigua, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, Tobago, Trinidad, arriving finally at Demerara. On her return she will call at the same ports.

The steamer sailing the following fortnight from St. John will come to Halifax & call at Bermuda, St. Lucia, Barbados, Trinidad & Demerara, & coming North will call at St. Vincent, Barbados, St. Lucia, Dominica, Antigua, Montserrat, St. Kitts, Bermuda, & finally arrive at St. John again to resume her trip back to the West Indies via Halifax. The steamers on this service will have the uniform speed of 12 knots an hour. The Duart Castle & the Taymouth Castle are now in the old country being refitted with new boilers, & having their machinery overhauled, & also having deck accommodation provided for passengers. The total passenger accommodation of these two steamers will be about 50 each, & the other two steamers, the Erna & the Orinoco, both popular steamers, which have been procured for this service, have accommodation for 80 passengers. The freight accommodation of each steamer will be about 15,000 barrels. All the steamers will be handsomely fitted out so that passengers sailing to the tropics & back will have all the comforts possible during a sea voyage."

Province of Quebec Shipping.

Dennis O'Brien has been appointed Superintendent of the Lachine Canal, succeeding the late Mr. Conway.

The St. Lawrence Forwarding Co., of which J. Gow & J. Watterson are owners, has leased 2 steam barges to run between Kingston & Montreal.

The plans & specifications for the elevator, warehouses, &c., to be erected at Montreal by the Conners Syndicate, were approved by the Dominion Department of Public Works, & by the Department of Marine early in June, but work has not yet commenced.

Application has been made for the incorporation under the Dominion Companies Act, of the St. Lawrence Shipping Co., Ltd., with a capital of \$100,000, & headquarters at Quebec. The provisional directors are G. Mac. C. Webster, of Montreal; L. C. Webster, J. C. Kaine & G. O. Seifert, of Quebec.

The \$10,000 placed in the estimates this year for a dock in Hull is said to be an advance payment on \$35,000 which will be expended in providing a suitable dock on the bank of the Ottawa River near the Interprovincial Bridge. When the whole sum is expended a bonded warehouse will be erected, a wharf-

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