

|           |            |            |
|-----------|------------|------------|
| 1892..... | 11,214,333 | 10,647,203 |
| 1891..... | 8,888,759  | 8,400,685  |
| 1890..... | 9,041,213  | 8,454,435  |
| 1889..... | 7,516,022  | 7,221,935  |
| 1888..... | 6,411,423  | 5,130,659  |

The Canadian canal shared only to the extent of about 12% in the record of 25,000,000 tons moved during 1899. The figures are 22,252,139 tons moved through the U.S. canal, as against 3,003,671 tons through the Canadian canal. The full summary of the year's commerce, as reported by the officials in charge of the U.S. canal, is as follows:

| ITEMS.                        | Designation. | SEASONS.   |            | Increase<br>Per cent | Decrease<br>Per cent |
|-------------------------------|--------------|------------|------------|----------------------|----------------------|
|                               |              | 1898       | 1899       |                      |                      |
| Vessels—                      |              |            |            |                      |                      |
| Steamers.....                 | Number       | 12,461     | 14,378     | 15                   | ...                  |
| Sails.....                    | Number       | 4,449      | 4,776      | 7                    | ...                  |
| Unregistered.....             | Number       | 851        | 1,101      | 29                   | ...                  |
| Passengers.....               | Number       | 17,761     | 20,255     | 14                   | ...                  |
| Tonnage—                      |              |            |            |                      |                      |
| Registered.....               | Net tons     | 18,622,754 | 21,958,347 | 18                   | ...                  |
| Freight.....                  | Net tons     | 21,234,664 | 25,255,810 | 19                   | ...                  |
| Passengers.....               | Number       | 43,426     | 49,082     | 13                   | ...                  |
| Coal—Hard.....                | Net tons     | 540,843    | 841,281    | 56                   | ...                  |
| Soft.....                     | Net tons     | 3,235,607  | 3,009,606  | 4                    | ...                  |
| Flour.....                    | Barrels      | 7,778,043  | 7,114,147  | 9                    | ...                  |
| Wheat.....                    | Bushels      | 62,339,996 | 58,397,335 | 6                    | ...                  |
| Grain (other than wheat)..... | Bushels      | 26,078,384 | 30,000,935 | 15                   | ...                  |
| Manufactured & pig iron.....  | Net tons     | 250,170    | 214,585    | 14                   | ...                  |
| Salt.....                     | Barrels      | 301,560    | 316,336    | 5                    | ...                  |
| Copper.....                   | Net tons     | 124,226    | 120,000    | 3                    | ...                  |
| Iron ore.....                 | Net tons     | 11,706,060 | 15,328,240 | 31                   | ...                  |
| Lumber.....                   | M. ft. B. M. | 895,485    | 1,038,057  | 16                   | ...                  |
| Silver ore.....               | Net tons     | 0          | 487        | ...                  | ...                  |
| Building stone.....           | Net tons     | 4,670      | 39,063     | 736                  | ...                  |
| Unclassified freight.....     | Net tons     | 623,146    | 587,484    | 6                    | ...                  |

The U.S. canal was opened May 2 & closed Dec. 18, 1899; season, 231 days. The Canadian canal was opened April 26 & closed Dec. 20, 1899; season, 239 days.

The following table shows the division of traffic between the 2 canals—Canadian & U.S.—& also the division of freight east & west bound:

| ITEMS.                  | Designation. | U.S. canal. | Canadian canal. | TOTAL.     |
|-------------------------|--------------|-------------|-----------------|------------|
| Freight: East bound     | Net tons.    | 18,338,253  | 2,281,281       | 20,619,534 |
| West bound              | Net tons.    | 3,911,886   | 722,390         | 4,636,276  |
| Total freight.....      | Net tons.    | 22,252,139  | 3,003,671       | 25,255,810 |
| Vessels.....            | Number.      | 16,480      | 3,775           | 20,255     |
| Registered tonnage..... | Net tons.    | 19,021,489  | 2,936,858       | 21,958,347 |

#### Notices to Mariners.

The Dominion Department of Marine has issued the following notices:—

No. 93. Dec. 19, Nova Scotia. Pier lights in Halifax harbor.

No. 94. Dec. 20, Ontario. 1. Color of Byng Inlet back range light. 2. Lighted buoys

in the approaches to the Sault Canal. United States, Great Lakes, & connecting waters. 3. Change in position of Galloo Island shoal gas buoy. 4. Increase in height of Sackett's Harbor light. 5. Isle aux Peches, range lights.

No. 95. Dec. 20, P. E. Island. Temporary discontinuance of North Point light.

No. 96. Dec. 23, British Columbia. Hydrographic notes. 1. Wharf at Hope Bay, Pender Island. 2. Rock off Lizard light. 3. Church in Active Pass. 4. Start Bay & Van Anda Cove. Japan. 5. Atoiya-Misaki, light & fog alarm. 6. Shioyasaki, light. 7. Passage of Tokyo, fort no. 3.

No. 97. British Columbia. 1. Change in position of Gallows Point beacon light. 2. Beacons on Sturgeon & Spanish banks replaced. U.S.A., Washington. 3. Shoals in Rosario Strait located.

No. 98. Dec. 29, Nova Scotia. Buoy marking wreck of S.S. Portia.

No. 99. Dec. 29, New Brunswick. Winter arrangements, Quaco buoys.

No. 100. Dec. 30, P. E. Island. Changes in range lights at Casumpec.

No. 1. Jan. 2, New Brunswick. Hand fog horns at Bay of Fundy light stations.

#### Exemption of U.S. Vessels from Fees.

The following notice was recently issued by the Dominion Department of Marine:—"As a result of an agreement between Canada & the United States, American steamboats, carrying passengers to or from any port in the Province of Ontario, will in future be exempted from the imposition of steamboat inspection, tonnage dues, & also from steamboat inspection fees."

An Ottawa despatch says:—"The collection of harbor light & inspection fees from U.S. vessels was dispensed with by reciprocal arrangement between the two Governments some years ago. Congress had passed a law imposing harbor & lighthouse dues upon vessels sailing from countries exacting similar imposts from U.S. vessels, & accordingly Canada agreed to discontinue the collection of such fees from the U.S. craft using our harbors. This was the position until last season, when, without authorization, a new regulation was issued to have such dues collected in Canadian ports. It is said this action threatened to bring about retaliation, & so an amended regulation has been issued for next season in accordance with the international agreement. If the collection of these dues were continued fees would be exacted on Canadian tonnage in U.S. ports of a similar or more onerous character, & Canadian shipping would stand to lose by the arrangement."

A Dominion order in council has been passed making amendments to the rules for the construction of marine steamboat boilers & formula for calculating the strength of spherical heads of steam drums.

#### Canada to the Fore.

Dominion Statistician Johnson gives the following interesting facts:—

The first company to build a vessel that crossed the Atlantic Ocean, driven by steam, was a Canadian company, called the Quebec & Halifax Navigation Co.

The first line of ocean steamers, the Cunard line, was originated by three Canadians—Jos. Howe, T. C. Haliburton & S. Cunard.

The first ocean service to Montreal was the result of the company formed by the five brothers Allan & five others of Montreal, Quebec & Kingston.

Three years before any such vessel ran in Great Britain a Canadian, John Molson, had built & put into the business a steamer to carry passengers between Montreal & Quebec.

The first compound engine ever used in a steam-driven vessel was made in New Brunswick & used by a St. John River boat.

The first screw propeller was the invention of a Nova Scotian, who used it in St. John Harbor in 1834 to drive his schooner.

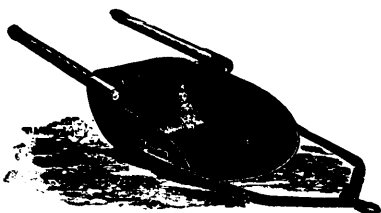
All the vessels of the Dundee whaling fleet with the exception of the Polar Star, which was wrecked in Hudson's Bay, have now returned from the season's fishing. The Polar Star, after a long & continuous struggle with the ice, beginning in June & ending in Sep., was ultimately left to her fate in an utterly unseaworthy state on the western shores of Hudson's Strait. The vessel encountered fearful gales, & sustained such damage by being repeatedly nipped in the ice that her crew & her cargo, 132 walrus & 4 bears, were ultimately transferred to the Active. The catch of the Active comprised 173 walrus, 60 musk oxen, 30 bears, 30 foxes, 6 wolves & 4 wolverine.

#### British Columbia Shipping.

R. P. Rithet & Co. say that the past year has been one of steady & satisfactory progress, with a marked improvement in all lines of business. The lumber industry has been unusually active, & the mills engaged in the export trade had all the orders they could handle at remunerative prices, some of the larger mills having had to keep their machinery running day & night for a large portion of the year. The volume of business has been somewhat curtailed, for some months back, by the want of tonnage, but even with this drawback, a very satisfactory trade has been done. The prospects for the future are good; many of the mills have orders in hand to keep them going for probably half the year. Indeed, new business will hardly be entertained for earlier loading than July or Aug. The export price of lumber has recently been increased to a basis of \$10 per 1,000 ft.

The salmon canning business was on the whole fairly satisfactory. The northern canneries did well, &, although the supply of raw

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