

name the Ha Ting was caught in the great typhoon of Oct., 1894, when the Bokhara was lost, but weathered the storm.

The str. *Islander* has been greatly improved. Her engines and machinery have been thoroughly overhauled, and the accommodation for passengers has been altered and rearranged. The saloons and staterooms have been practically refurbished. Capt. H. R. Foote, formerly of the str. *Danube*, is in command.

The following change has been made in time of str. *Beaver* on New Westminster-Chilliwack route. Leave New Westminster for Chilliwack and way landings, Mondays, Wednesdays, and Fridays, 8 a.m. Leave Chilliwack for New Westminster and way landings, Tuesdays, 7 a.m.; Thursdays, 5 a.m.; Saturdays, 7 a.m.

(See also under Yukon and Northern Navigation, pg. 223).

Sunday Excursions in Ontario.

At the instigation of the Lord's Day Alliance, the Attorney-General for Ontario instructed the Crown Attorney of Welland to prosecute the captain of the U.S. str. *Pennsylvania* for running an excursion from Buffalo to Port Colborne, Ont., on Sunday, June 23. The facts were admitted, and a fine of \$25 was imposed by the magistrates at Fort Erie. An appeal will, it is said, be made against the decision on the ground that the Ontario Legislature cannot pass an act regulating traffic originating outside its own borders, or affecting a foreign owned vessel sailing from a foreign port.

The Attorney-General for Ontario has also ordered proceedings to be taken against the captain of the str. *Argyle* for a similar offence on June 30. She left Toronto on Saturday, June 29, with a large load of passengers for Olcott Beach, N.Y., from which place they were taken by rail to Buffalo. The boat returned to Toronto at 2.30 o'clock on Sunday with an excursion of the Buffalo Street Ry. Union and a number of other passengers—about 250 in all. The visitors were given three hours in which to see the city, and at 5.30 o'clock the *Argyle* left on its return voyage, and returned to Toronto on Monday morning.

On July 6 the *Argyle* made another trip to Olcott Beach, and the *Lakeside* made two round trips to St. Catharines. The case against the *Argyle* was entered for July 8, but has been postponed.

Maritime Provinces Shipping.

Capt. Potter, of Parrsboro', N.S., is soliciting stock subscriptions in a steamer he is building to replace the *Beaver*, which is too small for the Minas Basin trade.

The Moncton, N.B., Board of Trade is endeavoring to secure the establishment of a joint stock company to place a steamboat on the Peticodiac river, with capacity for 300 passengers.

The Sydney Ferry Co.'s steamers and franchise have been taken over by the Cape Breton Tramway Co., and it is reported that larger boats and an improved service will be operated.

Arrangements have been made between the Inland Steam Navigation Co., of Charlotte-town, P.E.I., and the Government, by which the str. *Jacques Cartier* has been put on her old route to serve the southern portion of the Island for the balance of the season.

It is proposed to establish a steamship line to operate between Summerside, Tormentine and Pugwash, and a company is being formed with a capital of \$50,000 to purchase a vessel. Hon. R. C. Macleod, of Summerside, P.E.I., is promoting the project.

The Dominion Coal Co.'s str. *Cacouna*

opened a nine-day round trip freight service between Montreal and Sydney, July 1. She is an iron screw steamer, built at Newcastle-on-Tyne, Eng., in 1884. Her dimensions are: length, 250 ft.; breadth, 35 ft. 4 in.; depth, 16 ft. 4 in.; tonnage, gross, 1,450; register, 930.

H. M. Whitney, of the Dominion Iron & Steel Co., is reported as denying that he has selected Sydney as the most favorable site for the location of a steel shipbuilding plant in the Maritime Provinces. Nor is it correct that he has made or is making arrangements for the establishment of a transatlantic line of steamships from Sydney to Europe.

Captain McElhinney, nautical adviser to the Marine Department, sailed from Montreal, June 19, for Scotland. On arriving there he will proceed to the shipyards of Ferguson & Fleming, Paisley, contractors for the twin-screw steel steamer to replace the *Newfield*. (April, pg. 119). There he will join Sir Louis Davies, who will sign the contract with the firm.

The coal trade between Cape Breton and Montreal is carried on almost exclusively by Norwegian steamers, to the exclusion of Canadian and English vessels. This is due, almost entirely, it is stated, to the low rates of insurance charged by the Norwegian companies, in which those coal boats are insured, as compared with that charged by the Canadian and English companies. They have had considerable experience in this trade, and they discount considerably the reputed dangers of the route. It looks as though a conspiracy has been hatched against this route by British underwriters, but the Norwegians, who have had a large experience of this route, are quite willing to underwrite risks on vessels carrying coal from Cape Breton to Montreal. Owing to the low wages the Norwegian sailors receive, and their small cost of living, the ships are cheaper to run. This is, perhaps, a small item, but in a large fleet making many trips in a year it totals up to a respectable saving in a year.

G. Robertson, of St. John, N.B., representing the Imperial Dry Dock Co., is said to have received assurances from the Minister of Railways and other Ministers that sufficient aid will be forthcoming from the Government to ensure the construction of a dry dock at St. John. It is also said that he has obtained another important concession and that the existing shipbuilding plant will proceed hand in hand with the dry dock. This plant will be independent of the larger steel plant that will be erected at Sydney, N.S. According to Mr. Robertson's statements he has been promised a handsome bonus if he can float the St. John enterprise in connection with the dry dock, for which, he says, tenders will be invited within the next six months. The Government has, it is said, consented to aid the dock to the extent of 2% yearly for 20 years on the total cost, which will be about \$750,000. The N.B. Government is to give \$4,000 a year for 50 years, and the city of St. John is to give a free site.

The car ferry steamer for the Intercolonial Ry. to run between Mulgrave and Point Tupper, on the Strait of Canso, has been launched in England on the Tyne. The dimensions are: length, 282 ft.; breadth, 48 ft.; depth, 17 ft. She has capacity for carrying nine passenger cars or 18 freight cars. There are three tracks on the deck, and the vessel is so arranged that the trains can enter upon the deck at one end and leave it at the other. There is a rudder and a screw propeller at each end of the vessel, as the crossing from side to side of the strait is only short, and time is of great importance. The swinging of the vessel at each end is obviated by this arrangement, and she is ready to receive the second train as soon as she has discharged the first. As the strait is frequently

full of drift ice during the winter season, special structural arrangements have been made so as to enable the vessel to hold her own under these conditions. The propelling machinery consists of two sets of single screw triple expansion engines, either of which can actuate either propeller so that the risk of breakdown is reduced to a minimum. The vessel is now receiving her machinery.

The transfer of the steamers of the Yarmouth S.S. Co. of Nova Scotia, including the Yarmouth and Boston, to the Dominion Atlantic Ry. Co., was formally made, June 22, when the house flag of the new owners was hoisted. The Yarmouth is under charter to the Plant line, and is being run by that Co. between Boston, Halifax and Sydney, N.S.; while the Boston, which has just come out of dry dock after being overhauled, will run in connection with the Prince Arthur between Yarmouth and Boston, Mass., giving a daily service between the two points. A meeting of the shareholders of the D.A.R. will be held in London, Eng., July 15, to pass resolutions authorizing the acquisition of the property and franchises of the Y.S.S. Co.; and the shareholders of the latter Co. will meet in Yarmouth July 17, to ratify the sale, and to take the necessary steps to wind up the Co. It was reported that some shareholders of the Y.S.S. Co. were dissatisfied at the sale, and intended to apply to the Supreme Court for an injunction restraining the transfer, but nothing has been done. During the winter and up to the date of the transfer of the business of the Co. to the D.A.R., the Y.S.S. Co. ran the Boston from Yarmouth to Boston on Wednesdays and Saturdays, returning on Tuesdays and Fridays, and, until the loss of the City of Monticello, on a route from Yarmouth to Halifax, calling at Barrington, Shelburne, Lockport, Liverpool and Lunenburg on Saturdays, leaving Halifax on Mondays; and from Yarmouth on Thursdays for St. John, N.B., returning same day.

The Upper Columbia Navigation and Tramway Co. was given by its act of 1892 a bonus of 2,000 acres of land per mile of tramway constructed. The Co. has constructed 47½ miles of tramway and has received 807 acres of land in respect of such construction. An agreement was made by which the \$2,500 was to be paid in cash, and 1,693 acres of land granted in lieu of the land to which the Co. was entitled under its act. To give effect to this agreement the act of 1892 was amended by an act passed at the last session of the British Columbia Legislature. The Co. is to select the lands and have them surveyed at its own cost within one year, but no settlement duties are imposed.

Province of Quebec Shipping.

The St. Lawrence River Navigation Co., Canada, has been formed in London, Eng., with a capital stock of £500,000, to operate an all winter line of ice-breaking steamers between Montreal and Quebec.

The tug *Lord Stanley* has been subsidized by the Dominion Government to the extent of \$5,000 a year, to be kept in readiness to aid any vessel that may be disabled between Montreal and the mouth of the Gulf of St. Lawrence.

The St. Lawrence Steamship Co., of Montreal, has obtained an option from the Quebec Government for the lease of the fishing in a number of Labrador streams. With a view to bringing them to the notice of probable lessees, they have organized three excursions by steamer to these rivers. The most distant of them is 800 miles from Quebec.

The Montreal Harbor Commissioners have revised their wharf rates for the current year. A 50% cut has been made on the rate for corn starch, malt, dry wood pulp, flour, meal, glu-