

LONDONDERRY.

There are registered here five vessels of 2,396 tons. None have been built or transferred during the year.

MAITLAND.

This port shows 42 vessels of 36,421 tons, an unusually large average of 867 tons; and increase during the year 1884 of 2 vessels and 1,726 tons. Four were wrecked or sold and six were added: one ship of 1,578 tons; two barques of 2,314 tons; one barquentine of 928 tons; two schooners, of 92 tons.

PICTOU.

The record of Pictou registry at the close of 1884 included two new ships, 1,687 and 1,575 tons, a brigantine, 139 tons and two schooners 64 tons; while a steamer and schooner were transferred to her from other ports, but three craft were transferred to other ports, one sold and two wrecked or burned, so that her aggregate tonnage is only increased to 103 vessels with a tonnage of 37,718 tons. against, in December 1883, 101 vessels of 35,087 tons.

PORT HAWKESBURY.

This port boasts nine new schooners of 45 tons average, and her increase for the year stands at 7 vessels and 348 tons, the present total tonnage being 2,721, represented by 56 craft.

PORT MEDWAY.

A brigantine and three large schooners now appear to the credit of Port Medway; increased tonnage registered, 493. Off the list must come, however, four vessels of 327 tons, two of them transferred. This leaves the list at 27 vessels 1,467 tons, where a year before it was 27 of 1,391 tons.

TRURO.

Truro boasts no new vessels this year. Her modest register list consists of seven vessels; total tonnage 2,465 tons.

WINDSOR.

The register of Windsor has to be credited with six new ships (the largest, the *Karoo*, 2,031 tons, and the smallest 1,222 tons), two schooners and a brigantine, while one schooner is transferred to her from Hantsport. The debits are 5 vessels wrecked or burned, 3,080 tons; 3 sold, 1,371 tons; four transferred, 2,408 tons. The account now stands: No. of craft registered, 193, tonnage 116,307. Previous year, 195, tonnage 112,577. Increase, 3,730 tons.

YARMOUTH.

Last, but greatest of Nova Scotia ports in extent of tonnage, comes Yarmouth, which, with a population of fifteen (?) thousand is able to boast four hundred and five steam and sail craft, whose aggregate tonnage is 133,162 tons. Even this, however, is not so great a showing as at the close of 1883, when her list had four hundred and sixteen craft of 137,101 tons. Nineteen vessels of 8,410 tons were lost, six schooners destroyed as unseaworthy, nine vessels of 3,980 tons sold to foreigners, and four transferred last year. The new craft include four full-rigged ships, two steamers, one barquentine, two brigantines, and thirteen schooners. W. D. Lovitt's ship, the *County of Yarmouth*, is of the great tonnage for a wooden ship of 2,154 tons.

BRITISH COLUMBIA ITEMS.

No unimportant share of the exports from British Columbia consists of furs, skins and hides. From January 1, 1884, to December 25th, there were exported from British Columbia into or through the United States, furs or hides valued as follows:

Furs (principally undressed).....	\$396,588
Hides.....	39,680
Total.....	\$436,268

Most of the shipments were made to parties in New York, San Francisco and other large cities in that country, but one was made in September, by the Hudson's Bay Co., to London, via San Francisco and rail to New York, valued at \$90,019.

According to the *San Francisco Grocer and Country Merchant*, well informed merchants estimate that the loss of trade to that city during the past two years amounts to twenty-five or thirty per cent. of the whole value formerly enjoyed. Two-thirds of this it is claimed, is from the loss of the trade of Washington Territory and Oregon, and one-third from the southern California and Arizona trade. Another considerable change in traffic tendencies will arise on the completion of the Cascade division of the Northern Pacific Railroad, and the opening of the Canadian Pacific Railroad will bring another disturbing element into practical operation.

It is two years since the graving dock at Esquimalt Harbor was begun by the Dominion Government, and something like \$250,000 was expended on it. Work was suspended for a time, but is now to be resumed. Contractor Connolly has arrived, and with a large force of masons and ordinary laborers, will push the work to the end. The total cost will be about \$600,000. That the dock should be lengthened, there can be no question, says the *Victoria Times*. "Its present length, 400 feet is wholly, inadequate for the accommodation of modern ocean steamships, and the question should be acted upon and decided without delay. That granite would also be preferable to sandstone, no one will deny."

The master mechanic of the Canadian Pacific Railroad is in Tacoma, to superintend the loading and transportation of some of the company's rolling stock. There are now at the wharf in that city two engines and one passenger coach. They are to be sent to Coal Harbor, the western terminus of the Canadian Pacific, by steamer.

Temperature is a matter of opinion out at Nanaimo. A telegram of the 22nd from that place says:—"The weather has been cold for the past week. There are about twelve inches of snow here. The thermometer is ranging at from six to ten degrees of frost, and the barometer is at 29.80, and slowly rising."

A first-class steam tug has been built at Port Ludlow for the Puget Mill Co., to be used in towing on the waters of Puget Sound and the Straits of Fuca. Her engines and boilers are very powerful, and the best of her kind. When completed she will be the most powerful tug on the coast.

A NOVEL INSURANCE CASE.

A Mr. Geo. H. Noyes, of Milwaukee, has commenced a novel and interesting suit against the Northwestern National Insurance Company. That company issued a policy "on family wearing apparel contained in his dwelling house on Farwell Avenue." A portion of the wearing apparel consisted of a "sealskin doorman" valued at \$225. It was sent to a fur store to be repaired, and while there was consumed in a fire that occurred in the fur store. A claim was made by the assured on the company for the value of the doorman, which they declined to pay on the ground that it was insured only while it remained in the plaintiff's house. On the other hand it is claimed by the plaintiff that repairing the doorman was incidental to the ordinary use and enjoyment of this particular kind of property, that it was needful, should be removed for repairs from the place designated in the policy, and that the words "contained in" are merely words of descrip-

tion indicating the ordinary place of deposit of the wearing apparel when not in use or temporarily away for repairs.

The question involved in this case is a most important one, and the decision will be looked for with great interest, as all holding similar policies would like to know whether their wearing apparel, their horses, carriages, and similar property are insured while temporarily away from their ordinary place as named in the policy.

TO CORRESPONDENTS.

J. D.; MONTREAL.—There appears to be no course open now but to pay the calls under the suit brought by Cole to wind up the company. We understand that a former bill, filed by Thompson to compel the directors to assume their share of liability, did not succeed, but that will not prevent another being filed to ensure payment of calls by those who, in the opinion of other shareholders of the Canada Fire and Marine, obtained a temporary but unwarrantable freedom from obligations.

READER, who writes with reference to an article which appeared in a recent issue, on "Be Ready to Close your Books," demurs to the possibility of doing what we have advocated in this direction, and says "it is one thing to write about it and another to do it." He may be half convinced by learning that the feat has been accomplished by at least one company of which we have heard. The North American Life sent their annual statement and list of policies to Ottawa on the 3rd inst. and received from the Superintendent of Insurance an acknowledgment of them dated the 6th, in which Mr. Cherriman expresses his obligation for the promptness, and his "wish that other companies would imitate the good example."

MONTREAL TELEGRAPH COMPANY.—The report presented at the annual meeting of this company in Montreal yesterday showed but little change from the figures of a year previous. The assets, consisting of lines valued at \$1,625,890; cables, \$33,487.39; offices and equipment, \$212,500; real estate and buildings, \$279,946.46, remain the same as last year, the total being \$2,151,823.65. Capital stock represent two millions of this, the remainder forms "accrued capital" or surplus. There is no liability, or charge of any nature whatsoever against the property of the company. The rental received from the Great North Western Telegraph Company for the use of the lines and appurtenances of the Company amounts annually to \$165,000. This has been regularly paid and \$160,000 of it has gone to form a dividend of eight per cent. to shareholders. Mention is made in the report of a circumstance which we have already referred to, viz: that a much larger proportion of the stock is held by investors now than formerly, and is by this means removed from the control of speculators. A report on the state of the company's lines made last month by one of the directors, Mr. Wm. Cassils, declares them to be in a very efficient state. The length of telegraph line in this company's territory reconstructed during the year 1884, by the G. N. W. Tel. Co., the lessees, embraces 240 miles in Ontario, Maine and New York State, while new lines on the Kingston & Pembroke R. R., the I.C.R., and the Quebec Central R. R. have been added to the system. The Great North Western Company, the report states, has employed during the entire year a staff of eighty trained linemen to repair breaks and other damages to the lines as they occur, and to maintain in good condition the lines in their several districts, by resetting poles replacing imperfect insulators or defective wire, &c. In addition to