

ports in the Maritime Provinces. It is said the new flyer will not touch at Yarmouth but the Co. has St. John or Halifax in its eye.

The contract for carrying mails between St. John, N.B., St. Stephen & Grand Manan has been awarded to H. Cann & Sons, of Yarmouth, N.S., who will put on a steamer to take the place of the Flushing, giving a similar service.

At a recent meeting of the Maritime Board of Trade a motion was introduced asking the Dominion Government to make such increase in the subsidy as would secure daily steamboat service between St. John, N.B., & Digby, N.S. After a brief discussion it was withdrawn.

The Maritime Board of Trade has endorsed a petition to the Minister of Marine requesting that top wharfage charges at the Government pier at Digby be abolished. It is contended that the charges prevent the shipment of goods through St. John & Canadian ports & divert them via Boston.

The strs. Duart Castle & Taymouth Castle, of Pickford & Black's West Indies line, will leave Halifax shortly, to be overhauled in England. They will receive considerable repairs, & will be placed on a footing which will easily enable them to comply with the conditions of the new contract, which goes in force July 1, 1900.

Deal tonnage from the provinces is in demand, & with light offerings the market is regarded as firm upon the basis of 48s 9d to 50s from St. John to E. C. Ireland or W. C. England. Lumber tonnage for the River Plate continues in request, & with no increase in the offerings, the market has retained a strong & buoyant tone. Large & medium vessels from St. John to Buenos Ayres can obtain \$9.50 to \$10, while from the outports \$10.50 has been secured in two instances.—St. John, N.B., Telegraph.

The Dominion Department of Trade & Commerce has received copies of a memorial to Lloyds & British & foreign underwriters, protesting against an increase of 1% in rates of insurance on ships & cargoes to & from the harbor of Sydney, N.S. The memorial presents irrefragable proof of the safety of the harbor as compared with New York & other Atlantic ports. It is pointed out that besides steamers calling for bunker coal, Sydney harbor is annually used by about 4,000,000 tons of shipping. The shipments of coal have increased from 147,051 tons in 1879 to 1,500,000 tons this year. The memorial is signed by about 50 master mariners of the North Atlantic trade.

At the recent session of the Dominion Parliament, \$8,000 was voted for direct steam communication between Halifax & Porto Rico. The contract has been awarded to J. T. Hamilton, Mayor of Halifax, for an 8 months' service for the amount of the subsidy voted. Mr. Hamilton will place on the route the str. Tyrian, of 676 tons net, & a seagoing speed of 10 knots. The service will commence in Oct.

There will be monthly sailings, which will give a subvention of \$1,000 a trip. Porto Rico is now under the U.S. flag, but the order to enforce the U.S. coasting laws, which was given shortly after the close of the war with Spain, has been rescinded. Still, the probabilities are that when Congress meets one of its first acts will be to apply the U.S. tariff to Porto Rico, in which case the chances of keeping up Canadian trade with that island will disappear.

### British Columbia Shipping.

It is not unlikely that an improved & fast steamship service will be arranged for between Vancouver & Puget Sound shortly.

The C.P.N. Co. has written the Victoria Board of Trade, answering the complaints about its northern service, which it says are unfounded. A committee of the Board has been appointed to confer with the Co. on the subject.

J. A. Thomson, Inspector of Steamboats, when recently in Nelson on his regular trip of inspection, telegraphed to Kaslo instructing the owners of all steamboats there to send them to Nelson to be inspected. Considerable indignation was expressed by the local owners at being put to the unnecessary expense & trouble of having to go to Nelson, so a meeting of the Board of Trade was held & a strong telegram sent to Ottawa complaining about the matter. As a result the Department of Marine ordered Mr. Thomson to go to Kaslo.

When present plans have been carried out, four new lighthouses will have been established on the B.C. coast this year in direct line of travel to and from Alaskan points. These lights will all have been placed in the most dangerous locations. One is situated at Turn Point, near Bella Bella, at the junction of Seaforth Channel & Lama Passage. Another has been built on Porter Island, where Fitzhugh Sound & Lama Passage join. A 3rd is on Ballimas Island, between Nanaimo & Comox; & a 4th will probably be on Lawyer Island, at the northern outlet of the Skeena river.

The C.P.N. Co.'s proposal to Victoria City Council for an improved service between Victoria & Vancouver is to put on a fast steamer with all modern appliances, first-class in every respect, costing not less than \$400,000, & capable, under ordinary circumstances, of making the trip either way in 4 hours or under. The Co. is prepared to give the following guarantees:—That Victoria shall remain the home port of the Co., & that it will continue as heretofore to purchase its supplies, make repairs & disburse its regular outgoings in the city, which on an average amount to about \$40,000 a month; that the maximum scale of rates for passengers & freight shall not exceed those now charged; that the Co. will do its best to maintain for Victoria the trade of the Northern & West Coast. In return the Co. asks \$25,000 a year for 10 years, which will be about enough to pay marine insurance.

With the passing of the British bark Nanaimo out to sea, on Aug. 9, but two vessels remain in B.C. waters to load lumber. The Nanaimo received cargo at Chemainus, & is bound for Nagasaki. Her place at the mill has been taken by the E. K. Woods, which arrived from Port Townsend, to load for Tientsin. There is but one other ship at Chemainus, the str. Tyr, she & the Woods being the only lumber tonnage in B.C. The fleet is certainly the smallest on record, & is directly attributable to the scarcity of tonnage & the high carrying rates being paid. Not a mast is to be seen at any of the big Mainland mills. The next lumber-carrier to arrive will, however, load at Moodyville. She is a big steamship, which is under a time-charter to the Pacific Export Lumber Co. of Portland, & which a few weeks ago left Port Blakely for China. As in the lumber business, so it is in the coal trade, the bark Charmer, now about loaded at Departure Bay, being the only sailing vessel in port. There are, of course, the regular fleet of coasting steamers in the coal trade, a number of which are now at the collieries.—Victoria Colonist.

Captains Troup, Gore & Forslund have not reported very favorably as to the navigability of the Columbia River above Revelstoke. They say the canyon is not practicable at all for a boat going up stream at the higher stages of water. If the people desire continuous & uninterrupted communication between Revelstoke & La Porte by the river from say May 1 to Oct. 1 it would be necessary to build a wagon road, or have other means of communication by land, from Revelstoke to a point above Nine Mile Riffle. A boat built especially adapted to the business might run probably during the months of May, Aug. & Sep., through from Revelstoke to La Porte; during June & July she would be compelled to stop at the Nine Mile Riffle, or at least above a bad place about a mile from the canyon. By having an extremely light draft boat it is possible that trips could be made in Oct. & during some seasons in Nov., & possibly during the last week in April. This would be the limit of the season of navigation on that portion of the river. The river is so rapid that light boats would be the rule going up stream, but good cargoes could be brought down stream.

### General Shipping Notes.

The Canadian-Australian steamers will not in future call at the Fiji islands, as they have for several years in consideration of a mail subsidy for the purpose.

Chief Engineer Murphy, of the C.P.R. Co.'s R.M.S. Empress of Japan, has resigned to become a partner in a firm of building engineers & surveyors in Hong Kong. He has been succeeded by the ex-Chief Engineer of the Co.'s s.s. Athenian.

The Canadian-Australian line of steamers between Sydney & Vancouver has been sold by the liquidator as a going concern for £145.

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