

The rates to all Pacific coast points have been advanced in the same proportion. The advance to intermediate points is not so great. For example, tickets for Nelson that cost \$45.50, are now issued at \$52.55.

Here is the position of the Grand Trunk with regard to its observance of the joint passenger agreement as enunciated by General Passenger Agent Davis in a communication to the C.P.R.:—"We will not pay any commission at all, except as a participation in the Trunk Line immigrant clearing house, under their rules, but not as a separate or independent payment, & except such commissions on steamship business westerly through what are known as St. Lawrence ports, including Portland, as may from time to time be understood & agreed between your company & ours, if you so desire."

SHIPPING MATTERS.

The Muskoka Navigation Company.

This Co. is making the following additions & improvements to its fleet:—

A boat is being built specially adapted for side trip passenger business, dimensions 100 ft. in length & 17 ft. in breadth, to be of the composite type, with fore & aft compound condensing engines. The Polson Iron Works are supplying the steel frame, boiler & engine. The boat will be ready for the tourist business this year, & is intended to connect with the Medora, Nipissing & Kenozhia at Port Carling, taking passengers to Bala, Rosseau, etc., & back, while the larger boats are making the through daily trips north & south.

The str. Nipissing is having steel sponsors fitted to her sides to steady her, & also to enable her to carry the pilot house & texas upon the awning deck, thus making room on the promenade deck for a gentleman's cabin, where the Captain's room formerly stood. The awning deck is being both lengthened & widened, the railway around the promenade deck is being moved farther out, & will be enclosed by wire netting.

The str. Oriole's cabin work has undergone some changes & improvements, especially in the matter of windows, which have been greatly enlarged.

The str. Ahmic will be refitted, improved, & made more attractive for the use of private parties.

The other five boats, including the Wenonah & Wanita, on the Magnetawan route, are all receiving some minor improvements as well as being repainted & refitted generally.

Navigation will probably not open much before the end of April this year. Last year it opened on April 27. In 1898 it opened unusually early, about April 8, which was the second earliest opening on record, the earliest being on April 1, 1878.

The Co. has just issued an illustrated booklet about the Muskoka Lake region, which contains a number of half-tone views of its charming scenery.

Red River Navigation Improvements.—A contract for the masonry work of the lock & dam to be built at the foot of St. Andrew's Rapids, Red River, Man., has been awarded to T. Kelly, of Winnipeg. The work includes the construction of a concrete & granite stone-faced dam, with 7 concrete piers & 2 abutments, with all the excavating & cofferdamming connected with it; the building of a lift-lock, with excavation & refilling; excavation for upper and lower entrances, with embankments & slope protection; construction of guide & mooring piers of cribwork on each side of the channel, & some stone bank protection & levelling of ground. The movable portion of the dam, the steel service bridge, the lock gates & working apparatus will form a separate contract.

It is said that Mr. Petersen, who is already largely interested in coal traffic between Nova Scotia & Montreal by turret steamers, is contemplating the establishment of a line of whaleback or turret grain steamers from Fort William direct to Liverpool by the St. Lawrence route. Mr. Petersen visited Canada some time ago & went to the west with Wm. Mackenzie, of Mackenzie, Mann & Co.

It is said that President J. J. Hill, of the Great Northern Ry., U.S.A., has organized a corporation known as the Eastern Ship-building Co., for the purpose of building large steamers to be run in the trans-Pacific service, that the Co. has purchased an old shipyard on the Thames river, at New London, Conn., where whalers were built many years ago, & that it is expected that contracts for the steel plate for the new steamers will soon be let.

At the recent annual meeting of the Canadian Press Association President Dingman said: "I preach to you the duty of talking up our country. We might even brag of it. The press, by zealously utilizing opportunities to enlarge upon Canada's attractions, can infuse in our own population a strong sentiment on the subject, & through existing ties abroad help to entice a greater flow of visitors. To realize the utmost advantage from this source, however, we need the fast Atlantic service, & the statement may be hazarded that Canada would profit enough from the flow of tourist travel alone—& that is only one item of advantage—through our country by the aid of such a service, to more than pay for the subsidy. Further indications seem to be narrowing down to the C.P.R. as the one, if not the only, corporation adapted to execute such a project with the most credit to Canada, & with the maximum of satisfactory results. Why should not the press unite to urge this solution of the fast Atlantic problem?"

War Ships on the Great Lakes.

A report recently sent to the U.S. Congress by Secretary Hay, shows the position taken by the U.S. Executive on this matter, which is well worthy of careful consideration, not only by Canadian shipping interests, but by Canadians generally, so that public opinion on the question may be made known to the Dominion Government. Mr. Hay's report says:—

"An arrangement was reached between the governments of Great Britain & the U. S. on May 30, 1898, for the creation of a high joint commission, to which should be referred for settlement various pending questions be-

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