

ment of a new line of steamers to trade between Vancouver, B.C., Seattle, Wash., and Australian ports, via New Zealand. Four steamers, he says, will be placed on the service, and connection will be made on this side of the Pacific with the Great Northern and Northern Pacific railways.

The British Government has renewed its contract with the C.P.R. Pacific steamships for the carriage of mails between Vancouver and China and Japan for a further period of five years. In making the announcement the British Postmaster-General stated that the hopes that were entertained of a thoroughly fast service between Great Britain and the far east, through Canada, had not been realized, and intimated that the contract would not be again renewed unless there was a great improvement.

The steamers engaged on the different routes of the C.P.R.'s B.C. coast service are:

Victoria-Vancouver route, Charmer, daily; Victoria-New Westminster route, Yosemite, twice a week; New Westminster-Steveston route, Transfer, daily; New Westminster-Chilliwack route, Beaver, three times a week; Northern B.C. route, Tees and Danube, weekly; West coast, Vancouver Island, Queen City, four times a month; Alaska route, Princess May, every 10 days, and Amur, every 12 days, thus giving in sailing about every six days.

Petersen, Tait & Co., of Newcastle-on-Tyne, England, entered into a contract with the Dominion Government in 1897 to establish a line of steamers between Canada and Great Britain, and deposited \$50,000 as security for the execution of the contract. The firm was not able to finance the undertaking and the contract was cancelled. Wm. Peter-

sen, now of the Canadian Lake and Ocean Navigation Co., applied for a return of this deposit, and the Government has decided to grant the request and to pay interest at the rate of 3% from 1897.

The Dominion Government recently asked for tenders for a weekly steamship service between Canada and Great Britain, alternately, by 16 and 21 knot vessels. Two tenders were received, one from H. & A. Allan and the other from the Dominion Line, one of the companies controlled by the International Mercantile Marine Co., of New York, the first asking £300,000 a year, and the second £200,000 a year, and each attaching conditions. The Minister of Trade and Commerce has announced that neither offer was satisfactory, and that further tenders would probably be called for.

The Dominion Government has placed \$100,000 in the supplementary estimates for

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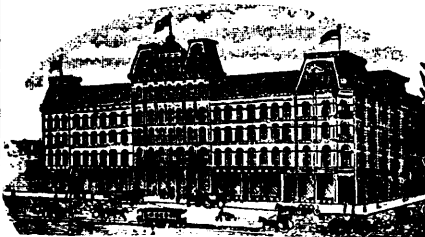
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