

## SHIPPING MATTERS.

## Maritime Provinces and Newfoundland.

The name of the schooner Congo, of Shelburne, N.S., has been changed to Gladys E. Whidden.

Capt. Kennedy, a well-known steamship captain, formerly in the Cunard service, died at Halifax, Aug. 16, aged 67.

Capt. S. Blandford was presented recently with a service of silver plate by Job Bros. & Co., St. John's, Nfld., on retiring from that firm's service.

The French steamer Pro Patria, which was wrecked in May off Fourchu, has been floated and towed to Sydney, N.S., for repairs. The wreck was sold by the underwriters for \$685.

The Dominion Government has renewed its contract with the Pickford and Black Co., Halifax, for a fortnightly service between Halifax, N.S., and the west coast of Newfoundland.

The new str. Ch. Knudsen, under charter to the Black Diamond Line, has been placed on her route carrying coal from Sydney, N.S., to Montreal. On her first trip she carried 6,850 tons of coal.

The Sydney, N.S., City Council has voted a free site for the projected shipbuilding plant there. The promoters of the enterprise are identified with the Cape Breton Coal, Iron and Ry. Co.

The Nova Scotia Government is making application to replace the draw bridge across the navigable channel of the Parrsboro River, Parrsboro, N.S., by a fixed span, and has filed plans at Ottawa and Parrsboro.

W. Richards, President, and A. E. Ings, director, of the Charlottetown Steam Navigation Co., are in England for the purpose of ordering a steamship to run between Point du Chene, N.B., and Summerside, P.E.I., to take the place of the Northumberland, which will be put on the Pictou-Charlottetown route. The str. Princess, now on this route, will probably be offered for sale.

The Department of Marine at present owns four ice-breaking steamers and has decided to construct a fifth, but by whom and where she is to be built has not been definitely decided. The Department has under consideration the construction of an additional steamer for the winter service between Prince Edward Island and the mainland. The ice-breaking steamers and the services in which they are engaged are: Champlain, engaged as a ferry steamer both summer and winter between Murray Bay and the Intercolonial Ry., at Riviere Ouelle, Que.; Montcalm, engaged as an icebreaker on the St. Lawrence River during the winter and as a lighthouse tender and supply boat during the summer; Minto and Stanley, employed keeping up communication between Prince Edward Island and the mainland during the winter.

A London, Eng., press despatch states that the Elder-Dempster Co. is prepared to run a line of steamers from Liverpool to Hudson Bay, on the completion of the Canadian Northern Ry. to a port there.

The Dominion Parliament at its last session passed an act providing that secs. 16 and 18 of the Seamen's Act, chap. 74, of the Revised Statutes, shall not apply to shipping masters and deputy shipping masters in British Columbia. In that province every shipping master, with the approval of the Minister of Marine, may now appoint not more than two deputy shipping masters, who shall receive not more than \$10 for any seaman hired or supplied, unless other terms are fixed by order-in-council. Notwithstanding this the sum to be deducted from the seaman's wages shall not exceed what would be allowed it when sec. 16 of the Seamen's Act was in force.

## Province of Quebec Shipping.

E. G. Penny has been appointed a member of the Montreal Harbor Commissioners, to fill the vacancy caused by the resignation of J. Hodgson.

The Dominion Government has decided to complete the work of extending the Quebec breakwater 1300 ft. to the Louise docks; and has given the contract to Dessault and Lemieux.

The Wreck Commissioner's court has fined Pilot M. Labranche \$50 for a "grave error of judgment" in navigating the str. Agnar in the St. Lawrence River, July 17, owing to which she grounded.

The Minister of Marine has under consideration tenders for steel plates and shapes required for the construction of a hopper dredge, which it is proposed to build at the Government dockyard at Sorel, Que.

Shippers and shipowners at Glasgow, Scotland, claim that the dock charges at Montreal are too high, and that facilities for handling cargoes are far from being up-to-date. This latter matter is also being complained of by other shipowners.

By an act passed at the recent session of the Dominion Parliament the Montreal Harbor Commission has been authorized to expend a sum not exceeding \$6,000 upon the erection of a monument, within the limits of the harbor, to the late Hon. John Young.

The bill adding the Saguenay River to the Quebec pilotage district, abrogating the powers of the Quebec Harbor Commissioners as the pilotage authority for the district, and declaring such authority to be vested in the Minister of Marine, was passed at the last session of the Dominion Parliament. A clause in the act prevents the Minister from sitting as a tribunal for the trial of pilots for breaches of the pilotage regulations.

After considerable negotiations between the promoters of the proposed direct line from Quebec to Liverpool, Eng., and the Harbor Commissioners, an agreement has been reached. It was at one time feared that the negotiations would fall through owing to the Commissioners refusing to remove tonnage charges on freight east of the St. Lawrence River, and to extend the term after five years, provided the contract was satisfactorily carried out. A compromise was effected and the agreement finally approved Aug. 11. It is expected that the first steamer will sail from Quebec for Liverpool early in Oct.

## Ontario and the Great Lakes.

The name of the Customs port of Rat Portage, Ont., has been changed to Kenora by Order-in-Council.

The new steamer building for the Union Steamship Co., of Hamilton, Ont., was launched at Dundee, Scotland, Aug. 16.

The names of the steamers Osceola of Hamilton, and Wanda of Toronto, have been changed to Golspie and Temagami, respectively.

The str. Turbinia has been chartered for the winter months for two seasons to run between the Florida mainland and Kings-ton, Jamaica.

The Canadian Fairbanks Co., Montreal, has been given the contract for supplying the transmission material to be used in the Cornwall canal repair shops.

The Pere Marquette Rd. is having two new freight steamers built, each having a capacity of 75 cars, to run between Conneaut, Ohio, and Rondeau, and Port Stanley, Ont.

The tonnage passing through the Canadian and U.S. canals at Sault Ste. Marie for July was 6,705,760 tons, of which 830,017 passed through the Canadian canal.

Press reports state that the G.T.R. has practically completed negotiations for the purchase of a controlling interest in the Grand Trunk Car Ferry Co., Milwaukee, Wis.

The U.S. yacht Midget has been seized by Canadian customs officers at Brockville, Ont., on a charge of illegally carrying passengers between Brockville and Morristown, N.Y.

The New Ontario Steamship Co. has entered an action against the Montreal Transportation Co. for damages to its str. Neepawah in a collision in the Welland canal with the str. Westmount, which is alleged to have been at fault.

The str. Turbinia from Hamilton, Ont., and the Toronto Ferry Co.'s str. Primrose collided near Yonge st. wharf, Toronto, Aug. 12, causing considerable damage to the latter. An investigation has been held by Commander Spain, Wreck Commissioner, to decide as to the responsibility for the accident.

The Owen Sound Yacht Club has been incorporated under the Ontario Companies' Act, with a capital of \$3,000 and offices at Owen Sound, Ont., to own and operate pleasure yachts. The provisional directors are: A. G. Mackay, J. E. Keenan, M. Kennedy, F. W. Harrison, J. W. Maitland, A. J. Creighton, of Owen Sound.

The Toronto Launch and Engine Co. has been incorporated under the Ontario Companies' Act, with a capital of \$40,000 and offices at Toronto, to carry on a boat building business, and to take over the business of J. C. McLachlan, of Toronto. The provisional directors are: J. C. McLachlan, J. G. Robinson, G. E. Buck, G. W. Hambly, R. G. Copeland.

The Toronto Ferry Co. has been incorporated under the Ontario Companies' Act, with a capital of \$600,000 and offices in Toronto, to run a line of ferry and excursion steamboats from Toronto to the Island and the summer resorts in the vicinity, and to establish summer hotels on the Island and at other points. The provisional directors are H. S. Osler, K.C.; W. B. Raymond, D'A. L. McCarthy, B. Osler and F. Ford, all of Toronto. The company proposes to construct two new ferry boats, and representatives of the company recently visited New York to inspect the ferry steamers there.

A difficulty has arisen in connection with the steamship inspection-reciprocity regulations, owing to some differences in the laws of the two countries, which C. F. Gildersleeve, ex-President of the Dominion Marine Association, says will have to be adjusted before the regulations are satisfactory. One unsatisfactory point is that the Canadian law requires all boats carrying passengers, no matter how small, to undergo inspection, but the U.S. laws do not require inspection unless they are over a certain tonnage. As the smaller steamers have no U.S. certificates they cannot obtain Canadian ones.

The U.S. Inspectors granted a certificate to the Thousand Islands Steamboat Co.'s str. New York, but the Canadian Inspector was of opinion that the vessel was not in accordance with the certificate, and declined to give a Canadian certificate under the recently approved inspection reciprocity regulations. H. S. Folger, Manager, took up the matter with the Minister of Marine, with the result that a further inspection was made by Chief Inspector Adams of Ottawa, and Inspector Duch of Quebec, and the certificate granted. In connection with the