

## MARINE AND SHIPPING NEWS

## SIGNAL SERVICE BULLETIN.

(Issued by authority of the Department of Marine and Fisheries.)

St. John, N. B., Mar. 17, 10.30 a. m.

Cape Race, 720—Mar. 18th, 6.30 p. m.

Hesperian 376 miles east, outward.

Sable Island, 280—Thick fog, moderate east.

Halifax, 267—Foggy, light east. Kanawha sailed at 6.40 a. m. City of Sydney grounded on Sable Island at 4 a. m.

Cape Sable, 168—Thick fog, strong east.

Brier Island, 61—Cloudy, light north-north-east.

Point Lepreau, 22—Foggy, light south-east.

Partridge Island—Foggy, light south-east. Mar. 18th, 11.30 p. m., Cassandra 165 miles distant, bound St. John.

8.00 p. m.

Cape Race, 720—Foggy, light east.

Noro, Royal Edward ahead inward.

Sable Island, 280—Raining, moderate north-east.

Halifax, 267—Dense fog, moderate north-east.

Cape Sable, 168—Foggy, strong north-east.

Brier Island, 61—Cloudy, light north-north-east.

Point Lepreau, 22—Dense fog, moderate south-east.

Partridge Island—Foggy, calm.

SAILED FOR LIVERPOOL.

The CPR St. Lawrence sailed for Liverpool yesterday afternoon with a good cargo, 15 cabin and 60 steerage passengers.

OUT OF QUARTERS.

The schooner Florence E. Melanson had come out of winter quarters at Port Gilbert and gone to Church Point to load lumber for Boston.

CARGO VALUATIONS.

Head Line Str Bengore Head, for Dublin, took 1,000 Canadian goods valued at \$101,018, and foreign goods valued at \$12,126, making a total of \$113,144. Her wheat shipments are \$2,880 bushels.

ICE CONDITIONS.

On account of ice conditions at the head of the Bay, the tug Hilma was a week getting from Digby to Hantsport. The Hilma was under charter to the Foundation Company, contractors of the new railway bridge at Bear River. Her place has been taken by the St. John tug Nerel.

AN OCEAN RACE.

The bark Calburga, Capt. Lewis, made the run from Digby to Buenos Ayres in 75 days, 12 days quicker than the bark Edna M. Smith, Capt. Read, which left Digby some weeks ahead of the Calburga, and is now on her way to Turk's Island to load salt for a port north of Hatteras.

A COMPLAINT.

E. C. Plummer of Bath, spokesman for the Atlantic Carriers' Association, told the House committee on merchant marine on Friday that a corporation-owned steamer and barges were driving coastwise sailing vessels out of business by discriminatory practices. He urged the exemption of coastwise ships from the La Follette seaman's bill requirement.

GOVERNMENT STEAMER SAILS.

The government St. Lawrence sailed yesterday from Halifax for the west coast of Nova Scotia on a buoy boat. The St. Lawrence has on board a buoy to replace the missing South West Ledge buoy in the mouth of the Bay of Fundy, which the steamers Stanley and Montgomery after an energetic search, covering a distance of perhaps 2,500 miles, failed to locate. The new buoy is after the pattern of the one which was lifted away from the South West Ledge.

BOUND FOR ST. JOHN.

Portland, Mar. 16.—Tug William B. Keene arrived from Savannah on Saturday evening having in tow the barges Belfair and Maurice R. Shaw, laden with about 1,800,000 feet of southern pine lumber for the Hilton-Dodge Co., which concern also are the owners of the three crafts mentioned, the barges being part of a fleet of eight of about the same size which have been built the past year for the company, and which will be used in bringing lumber from the south of Portland, Boston and New York. The Belfair was docked at Brown's wharf and after discharging about 16,000 feet of her deck load will

leave for St. John, N. B., today in tow of the tug Pelopon.

HAD HARD TIME.

With her lower sails stripped, her rudder head carried away and her provisions nearly gone as the result of running into a heavy gale, the four-masted schooner Ellaba Atkins of Bath, Me., from Tampa, Fla., to Baltimore, was spoken late Sunday in lat. 36.52, lon 71.48, by the steamer Verdi, which arrived at New York Monday. Captain Fenice, master of the Verdi reported that he had sent a boat with provisions for immediate needs to the Ellaba Atkins, and had then notified by wireless the United States revenue cutter service. A revenue cutter left Norfolk on Monday to look after the schooner.

MINIATURE ALMANAC.

March Moon Phases.

First Quarter . . . 5 1 3 p. m.

Full Moon . . . 12 0 13 a. m.

New Moon . . . 26 3 9 p. m.

Cl. of W.

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## CHANGES IN HIGHWAY ACT FORECASTED

Hon. Mr. Clarke Announces Amendments Will Be Introduced.

SUBSIDIES FOR STEAMER SERVICE

Petitions for and Against Hydro-Electric Bill Introduced—Public Works Estimates Passed.

(Continued from page 1)

There had been many claims for an increased subsidy on the part of many companies.

Mr. Pinder said there was a steamboat service maintained from Gagetown to Fredericton, which he understood was promised a subsidy of \$500 last year, and they only got \$500.

A check for \$500 was sent previously. A check for \$500 was sent previously. A check for \$500 was sent previously.

The boat now wants fitting up badly and the owners can't do it. There was no railway along that district, water communication was all they had, and it seemed to him that having been promised \$500 they should have gotten it.

Mr. Perley said the late provincial secretary, Mr. McLeod, had promised them \$500 and they never had the money, and he felt rather sore about it.

Hon. Mr. Fleming said that if any definite promise had been made, as stated, it would be carried out, but that he understood that all the subsidies that had been arranged for had been paid, however, he would have the matter looked into.

Amend Highway Act.

On the item of \$250,000 for roads and bridges, Mr. Mahoney said he wished to move an amendment to the highway act. He read sections 26 and 27 of the act, which relate to the laying out of private winter roads, and he moved to add a sub-section to provide that the supervisor of any division in which any timber or wild land

was situated should have power, in the event of any necessity or expediency arising for the use of private wood roads over such land, to lay out any such road not exceeding twelve feet wide, and forthwith assess the damages. He said his reason for this proposal was because recently a case had come under his notice where a man had contracted to deliver logs to other man's land he had used an ancient right to haul his logs a mile and a half around which cost him \$500 more than it otherwise would have done.

Hon. Mr. Clarke said that amendments to the highway act would be introduced at a later stage of the session. He believed that many features of the act needed explaining, not perhaps to the members of the house so much as to the country, and if better understood the act would give even better satisfaction than at present.

Mr. Black asked how of \$300,000 the appropriation of \$250,000 was to be expended on roads and how much on bridges.

Hon. Mr. Landry said that as the appropriation was about the same as last year, it would probably be divided equally between the two.

Hon. Mr. Fleming said that the members of the house in the past had said that it might be wise to make the vote by county for specific purposes, but in as much as the amount spent in the various counties varied with each other it was evident that the demands of each county for each year were considered in the apportionment of the vote. A situation had existed which should be corrected and which had resulted in supervisors not adhering to the appropriation of the amount to be expended by the department for roads. There were some cases in which there had been over expenditures amounting to 100 per cent more than the amount authorized. These totalled upwards of \$300,000 in the past year above the amount authorized, and if any one of these accounts, no matter how small had been refused payment, a great deal of dissatisfaction would have been created. He felt that in all cases where it was necessary to expend money on the department should be communicated with so that provision could be made for any additional amounts. He trusted that the hon. members of the committee, upon whose recommendations the supervisors were appointed, would co-operate with the department in the working out of the phase of the matter to which he had referred. If it had not been that there were \$400,000 additional which he related to the department of public works during the past year, these over expenditures could not have been provided for.

Hon. Mr. Landry, in reply to Mr. Tilley, said that he was unable to give information as to when the bridge over the Humber Falls at St. John would be completed, and suggested that as soon as the Hon. Minister of Public Works returns he would ask the department on that question before the house and the country.

Mr. Stewart (Northumberland) complained about the work on the bridges which was being administered. The supervisors under the highway act were given districts as long as twenty or thirty miles, and which proved too big for them to get over the roads and have the work properly attended to. He said that the subject of much dissatisfaction was the action of Mr. Stewart (Northumberland) who like to refer a little more fully to the question of the honorable member from Northumberland about the Barnaby River bridge. The formal answer to the inquiry was quite correct, but he would explain it a little further. Members would remember that legislation was passed three or four years ago authorizing the new bridge at St. John and also for doing considerable work to the suspension bridge at Grand Falls. This had been examined, and while it could perhaps not be said it was in a dangerous condition, it badly needed repairs, besides that there was the new bridge over the Miramichi at Newcastle. These were all big works of an expensive character, and involved lots of money, and while he was very anxious indeed in the public interest to see all the bridges that wanted repair in the province duly attended to he wanted his progressiveness to be tempered with reasonable conservatism. To undertake all the repairs that are reasonably required now would necessitate an expenditure of about \$500,000 in addition to the half million to which the province is already committed to the bridges mentioned. Under such circumstances, the government felt that much as some of the bridges needed attention, they would have to be deferred. As to the particular bridge the honorable member for Northumberland had mentioned, the government had every intention of doing the work as quickly as it was possible to get around to it but every member would admit the necessity for well considered conservatism where so much money had to be spent.

Rate of Interest High.

Another thing members would recollect that last year had been one of great financial stringency and it was very hard to borrow money. One province in Canada was paying six per cent on its treasury bills. New Brunswick had to pay pretty high interest, and they had been able to borrow at one-sixteenth per cent less than Ontario had been able to do. He noticed from the report that last year \$16,831 was spent on ordinary bridges in Northumberland which was the largest amount paid by any county in the province except one, including the new bridge at Newcastle \$300,000 had been spent in that county on bridges.

Mr. Lookhart said the Automobile Association did a lot for the roads in St. John County. They did the work in sections and it was an excellent system to work on.

Mr. Speaker resumed the chair, the chairman reports that the committee had passed the supply resolutions, which were forthwith adopted.

Hon. Mr. Fleming moved that the time for introduction of private bills be extended till Monday next.

The house adjourned at 6.05 p. m.

TO HEAT THE WATER JACKET.

In a case of piston seizure, or to increase ease of starting in cold weather it is helpful to fill the water jacket with hot water. It is not enough to pour the water directly into the radiator, as its heat is lost before it reaches the cylinders. A funnel and hose should be inserted in the radiator opening, so as to take the water directly to the sloping pipe above the cylinders, thus reversing the usual direction of flow, and giving heat to the cylinders instead of losing it in the radiator.

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NOTICE TO MARINERS.

Notice is hereby given that the Light on Blonde Rock and whistling buoy has been reported not burning. Will be corrected soon as possible.

GEORGE H. FLOOD,

Agent, Department Marine and Fisheries.

For Sale

The Schooner CALABRIA, of 481 Tons Register, and Schooner ORIOLE of 124 Tons Register. Enquire of J. S. PLANE &amp; CO.

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