

Footes dock, Algoma park, River St. Mary, was, when the change of lantern was made, a fixed white light. The light has always been, and is now, a fixed red one.

No. 54, Aug. 3—British Columbia—1. Depths in Nanaimo harbor. 2. Position of Nanaimo harbor middle bank pile beacon. 3. Position of No. 9 buoy in Nanaimo harbor.

No. 55, Aug. 6—Quebec. Ship channel in Lake St. Peter.

No. 56, Aug. 6—New Brunswick—1. Gan-net rock light, temporary change in character. 2. Richibucto harbor lights changed.

No. 57, Aug. 6—Quebec—1. Trembles shoal gas buoy changed. 2. Mingan channel, rock reported. Nova Scotia—3. Beacon and buoys at mouth of Guysborough harbor.

Maritime Provinces Shipping.

The Yarmouth Steamship Co., which recently sold its steamers to the Dominion Atlantic Ry. Co., has decided to wind up its affairs in liquidation, and President Bingay has been recommended as liquidator.

The Cape Breton Electric Co. has purchased the ferry steamer Acadia, with five years' docking privileges at North Sydney, for \$10,000. The Co. now has control of all the ferries between Sydney and North Sydney.

The Pickford & Black S.S. Co. has placed the str. Orinoco on the route between Halifax, the West Indies and British Guiana. She is a well-fitted and commodious vessel, and makes the fourth steamer which the Co. has on the route.

The Eastern Coastal Steamship Co., at a recent meeting at Isaac's Harbor, N.S., decided to capitalize at \$30,000, of which \$25,000 are to be paid up. It is proposed to obtain a steamer and J. McMillan was authorized to make arrangements to have one built.

The Plant Line str. Halifax, from Charlottetown, Port Hawkesbury and Halifax, N.S., struck a ledge off Minot's Light, while going into port at Boston, Mass., in a thick fog, early on Aug. 12. She freed herself, however, and was beached in a sinking condition. No lives were lost.

The Ship Glendovey Co. (Ltd.) has been incorporated under the Dominion Companies' Act, with a capital of \$20,000. The provisional directors are: G. E. M. Lewis, of Lewiston, N.S.; B. J. Lewis and F. L. Lewis, of Truro, N.S., and Jno. Lewis and Jno. Lewis, Jr., of Brownville, Me.

Jno. Kennedy, engineer of the Montreal Harbor Commissioners, has been in St. John, N.B., in consultation with the officials of the Imperial Dry Dock Co., and G. Robertson, M.L.A., President of that Co., states as a result that plans will be at once prepared and construction will probably be commenced

in about two months. Tenders are to be asked both for a timber and a concrete dock, but which will be constructed has not been decided. Mr. Kennedy is to submit a written report to the Co.

Under an act passed at the last session of the New Brunswick Legislature, the city of St. John may aid the establishment of a steel shipbuilding plant there, by providing a site at a cost not to exceed \$100,000, the site to revert to the city in the event of a failure to build the works, and by a further grant of \$100,000 on the completion of a machine shop for building marine engines for the vessels constructed in the yard; the bonus may be paid either in one sum or by an annual bonus, or part in cash and part by an annual bonus; and also to exempt the property from all taxes except for school and water supply purposes.

A delegation consisting of representatives of the Halifax City Council and from boards of trade in Nova Scotia waited on the Provincial Government, Aug. 1, in regard to the encouragement of steel shipbuilding in the province. The Mayor of Halifax, the Mayor of Sydney, G. S. Campbell, J. F. Stairs, J. J. Rudolf, of Lunenburg; Judge Chipman, of Kentville, and Mr. Sproull, of Digby, represented the views of the different centres. Premier Murray in reply said the Government recognized the importance of having such an industry as steel shipbuilding established in the province. They had had the matter under consideration for some time and had almost arrived at a decision when they were asked to meet the delegation. It was their desire to do something that would without a doubt bring about the setting up of a plant in Nova Scotia, and they would at a very early date make an announcement of their policy, which he hoped would prove such as to bring about what the delegation urged.

Province of Quebec Shipping.

The Quebec pilots having recommended that the Reed island lightship be removed some distance south until it would be in 20 fathoms of water, the matter was recently discussed at a meeting of the Quebec Harbor Commissioners, at which the Deputy Minister of Marine was present. No decision has been arrived at.

R. Reford stated at a recent meeting of the Montreal Harbor Commissioners that no less than 12 steamship companies had left the port of Montreal for good during the past eight years. However, the tonnage of the port this year up to July 30 has been higher than in any previous year.

J. McNaught, Vice-President of the Great Northern Ry. of Canada, is endeavoring to establish a line of steamers between Quebec and Manchester in connection with the rail-

way. He says:—"The extension of this service will materially benefit Chicago's lake business by increasing the volume of grain coming from Iowa and Kansas through Chicago, which would otherwise go to Newport News or New Orleans. The six Leyland line boats are running at full capacity, and the Manchester line is certain to obtain full freights."

Hon. R. R. Dobell, who has just returned from England, has been negotiating with the marine underwriters at Lloyds in regard to insurance rates for the St. Lawrence route. He says it was unfortunate that while the negotiations were on news of a series of inopportune accidents, occurring on the river, should arrive.

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