

tion of Cat rock bell buoy. New Brunswick.—232. East coast, Shippigan gully, Indian point, change in color of front light, elevation of back light increased. 233. East coast, Shippigan gully and sound, buoyage. 234. Shippigan sound, off Pokesuedie point, buoy changed.

No. 92. Oct. 7.—New Brunswick—235. North coast, Chaleur bay, Caraquet harbor, range lights established at Lower Caraquet. Newfoundland—236. Southeast coast, Cape Spear, fog signal, note on fog.

No. 93. Oct. 8.—Nova Scotia—237. Southwest coast, off Hospital reef, bell buoy established. Newfoundland—238. Northwest approach to Belle Isle, banks reported.

No. 94. Oct. 9.—Nova Scotia—239. Atlantic coast, Pennant bay, Terance bay, light improved.

No. 95. Oct. 10.—Ontario.—240. Lake Superior, Pigeon bay, rocks located.

No. 96. Oct. 12.—British Columbia.—241. Vancouver island, east coast, Sidney, uncharted rock buoy established.

No. 97. Oct. 14.—New Brunswick.—244. Northumberland strait, Shediac harbor, Zephyr rock, lightship placed for autumn. Newfoundland.—245. Southern coast, Mistaken point, beacon indistinct. 246. South coast, Trepassy bay, off Powles head, whistling buoy.

No. 98. Oct. 14.—Ontario.—247. Georgian bay, west side, Cape Croker, change in character of light and fog alarm.

The following have been issued by the U.S. Hydrographic Department:

No. 38. Sept. 19.—Lake Erie.—1885. Maumee bay, Toledo harbor, middle ground buoy moved in position.

No. 39. Sept. 26.—Lake Erie.—1935. Huron harbor, probable obstruction in vicinity, caution. St. Lawrence river.—1936. New York, McNair shoal buoy to be discontinued. 1937. New York, Lower narrows gas buoy no. 2 to be discontinued.

No. 40. Oct. 3.—Lake Erie.—1990. Fairport, wrecks of Queen of the West and L.L. Lamb no longer menaces to navigation.

### Maritime Provinces and Newfoundland.

The str. Crystal Stream, on a recent trip on the St. John river, ran on a rock near Rothesay, N.B., and had to be put on the blocks for repairs.

The steamships operated between Maritime Province ports and Jamaica, will in future give a bi-monthly service to Havana, Cuba, in addition to the present schedule.

The North American Transportation Co. is negotiating for a steamer to be placed on a route from Chatham, N.B., to Sydney, N.S., calling at Alberton, N.B., Malpeque, P.E.I.; New London, P.E.I., and the Magdalene islands.

The St. John, N.B., city council has ordered designs to be prepared for the construction of a steel ferry boat 120 ft. in length. Tenders will be called for early in Nov., and the steamer is required to be completed for the spring.

Press reports state that a company in which H. M. Whitney, of Boston, Mass., a director of the Dominion Iron and Steel Co., is interested, has been formed to establish a dry dock at Sydney, N.S. The cost of the proposed dock is \$1,250,000.

The Star Line Steamship Co.'s str. David Weston, running between St. John and Fredericton, N.B., was burned while on her regular trip recently, and three persons were drowned in escaping. The steamer was built in 1866, and had been practically rebuilt in 1901; she was valued at \$25,000, and was insured for \$10,000.

The Department of Marine has sold the lighthouse tender Acadia, hitherto engaged

in the service in the Maritime Provinces. The Acadia was bought from the U.S., where she was built for private owners in 1880. Her dimensions are: length, 182.5 ft.; breadth, 23.6 ft.; depth, 18.7 ft.; tonnage—gross, 520 tons; register, 354 tons.

The Dominion Coal Co's Black Diamond Line consists of the steamers Bona Vista, Coban, Louisburg, Cape Breton, Cacouna, two tugs and eight barges, which are engaged in its coal trade. It also has chartered 18 steamers, 13 of which are running on the St. Lawrence, two to Boston, Mass., one in the steel trade to the U.S., and two are on the local trade carrying lime stone.

The str. Pontiac, which was recently launched for J. W. Carmichael & Co. (Ltd.), New Glasgow, N.S., at Glasgow, Scotland, will have the following dimensions: length, 352 ft.; breadth, 48 ft. 3 in.; molded depth, 25 ft.; gross tonnage, 3,270 tons; dead weight capacity, 5,500 tons. The machinery consists of triple expansion engines, with cylinders, 25½ in., 42 in., and 68 in., by a 45 in. stroke, to which steam will be supplied by two large boilers.

The Hampstead Steamship Co. (Ltd.), has been incorporated under the New Brunswick Companies' Act for the purpose of operating passenger or freight steamers, tow boats or other vessels on the St. John river or elsewhere. The capital of the company is \$24,000; its head offices are to be at Oak Point, N.B. The provisional directors are: F. S. Mabee, R. K. Jones, L. A. Currey, St. John; H. E. Palmer, Oak Point; J. E. Waddell, Kingston, N.B.; J. H. Poole, Westfield, N.B.; J. N. Inch, Greenwich, N.B.

### Province of Quebec Shipping.

The Richelieu and Ontario Navigation Co. declared the usual half-yearly dividend of 3%, payable Nov. 1.

The Dominion Coal Co. has added the steamers Troid and Priestfield to its coal-carrying fleet on the St. Lawrence.

The Richelieu and Ontario Navigation Co's str. Carolina has been floated off the rocks on the Saguenay river, the machinery, etc., having first been removed. The hull has been towed to Sorel, where she will be rebuilt.

The Dominion Government has purchased one of the Connolly dredges which has recently been working at Halifax, N.S. The dredge has been moved to Quebec, where it will be employed on the harbor improvements at that point.

The Montreal Harbor Commission has received from its engineer an estimate of \$2,000 for removing the sunken elevator of the Montreal Grain Elevating Co., which is a menace to navigation. The company has made two unsuccessful attempts to raise the elevator.

The chief engineer of the Montreal Harbor Commission has submitted plans of the steel freight sheds which it is proposed to construct on the new wharves. The plans show sheds 500 ft. long by 96 ft. wide, and two or three stories high, as desired. The total cost of the sheds is estimated at \$2,807,000.

The Knapp tubular boat people are once more pushing their project. A steamer is being constructed at Montreal by the Canadian Tubular Steamship Oil Transportation Co. upon the principle advocated. The vessel is 235 ft. in length, with a 22 ft. beam. It will cost \$25,000, and it is claimed will carry 8,000 barrels of oil.

The Dominion Government is constructing a dam across the St. Lawrence river, from Adams to Galops island, at the head of the Galops rapids. The object is to deepen the channel so as to allow deep draught boats to pass without obstruction. The U.S. Govern-

ment has approved of the dam, which extends across the International boundary.

The investigation of the charge against M. Connolly, owner of the str. Mersey, Capt. Gagnon and chief officer Barras, for causing the death of five men when the steamer sank, has not been completed, the court having been adjourned. The allegation is that the steamer was not properly equipped by the owner, and that the captain and mate abandoned the crew to their fate when the vessel struck.

### Ontario and the Great Lakes.

The Dominion Fish Co. is having a tug built at Goderich.

An order has been placed at Kingston for the construction of a 72-ft. steel yacht for the Muskoka lakes.

Capt. W. Lawlor, operating ferry and other steamers on the Ottawa river, died at Hawkesbury, Ont., Oct. 9.

The Hall Company, of Ottawa, propose building a steamer to ply on the Rideau between Ottawa and Smith's Falls.

The act incorporating the Canadian Transportation and Storage Co. has been passed by the Dominion Parliament. (July, pg. 253.)

The Lake Ontario and Bay of Quinte Steamboat Co. is the latest addition to the list of members of the Dominion Marine Association.

R. S. Stonehouse has been appointed Marshal of the Exchequer Court for the Toronto Admiralty district, succeeding W. Boyd, deceased.

Abbey Bros., Owen Sound, have secured contracts for the construction of five small tugs for local owners, who are interested in towing on the Georgian bay.

The str. Tadousac, built by the Bertram Engine Works, Toronto, for the Victoria Lumber Co., was placed in service early in Oct., carrying grain from Fort William.

The str. Aletha, of Kingston, Ont., will be lengthened during the winter, and will be put into the passenger service in the spring on a route between Kingston, Ottawa and Montreal.

One of the steam barges owned by the Rainy River Navigation Co., Rat Portage, Ont., was recently burned on the Lake of the Woods, and is a total loss. She had only just been overhauled.

The Minister of Public Works recently stated in the House of Commons that it was proposed to dredge the Grand River from Dunnville to Port Maitland. The contract for this work has not been let.

The Ottawa Forwarding Co. has placed an order for the construction of a new passenger and freight steamer for the Rideau route. The steamer is to be built at Montreal, and will be ready for the opening of navigation.

Sand and Dredging (Ltd.), Toronto, has had built for its service on Lake Ontario, a scow-type, sand-pumping steamer. Her dimensions are: length, 116 ft.; breadth, 27 ft.; depth, 6 ft. She is fitted with propelling and pumping machinery.

The Dominion Parliament has voted \$20,000 for surveys of the Ottawa river and tributaries, with a view of devising a scheme for the regulation of the water levels of the upper reaches of these streams so as to afford increased facilities for navigation purposes.

The Minister of Marine has been asked to direct the making of a hydrographic survey of Lake Temagami. The Temiskaming & Northern Ontario Ry. touches the lake about 60 miles from North Bay, and a steamship service has been opened upon it this summer.

In the House of Commons recently the Minister of Finance stated that the total cost of the improvements contemplated at Port