

the public. The holders of the fourth class, the association claims, could replace the temporary men and there would be no scarcity of help, nor any danger to the public. A holder of a fourth class certificate is capable of taking charge of the smaller steamboats. The holder of a temporary certificate, it is claimed, is not capable of this, as he must be unable to qualify for a fourth class certificate, otherwise he would hold such. The engineers also ask, and the bill provides, that all steamboats except private yachts and tug boats under five nominal horse power, should carry certificated engineers.

The Dominion Marine Association is taking the matter up, and a deputation of its members will appear before the sub-committee when it meets to state the case on behalf of the steamboat owners. The views of owners are being gathered so that the deputation may be acquainted with the conditions prevailing in all parts. The owners of steamers on the minor inland waters are particularly affected by the proposal to do away with the temporary certificate.

Notices to Mariners.

The following notices to mariners have been issued by the Department of Marine:

No. 36. May 22.—Quebec—88. River St. Lawrence, ship channel between Montreal and Quebec, Lake St. Peter, dredging, warning.

No. 37. May 27.—Prince Edward Island—89. Gulf of St. Lawrence shore, New London harbor, channel changed, outer range light extinguished. New Brunswick—90. Chaleur bay, Restigouche river, changes in buoys.

No. 38. June 1.—Quebec—95. Gulf of St. Lawrence, Cape Rosier, change in characteristic of light completed. 96. River St. Lawrence below Quebec, South Traverse middle ground, gas buoy established.

No. 39. June 1.—Ontario—97. Chart, east side of Lake Huron, from Goderich to Chantry island.

No. 40. June 3.—Quebec—99. River St. Lawrence, ship channel between Quebec and Montreal, Contrecoeur to Varennes, changes in buoyage.

No. 41. June 5.—New Brunswick—100. Northumberland strait, Richibucto harbor entrance, south beach, range lights changed. 101. Richibucto river, Rexton, particulars of bridge.

No. 42. June 6.—Quebec—102. River St. Lawrence, ship channel between Quebec and Montreal, Lake St. Peter, Yamachiche bend, gas buoy established. 103. River St. Lawrence, ship channel between Quebec and Montreal, off Longue pointe, gas buoy established. 104. River St. Lawrence, ship channel between Quebec and Montreal, gas buoy established.

No. 43. June 8.—Manitoba—105. Lake Winnipeg, chart of southern portion issued.

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

No. 23. June 6.—Lake Superior—1127. Duluth-Superior harbor, depths. St. Mary's river—1128. Vidal shoals channel range lights, intended change.

No. 24. June 13.—Lake Erie—1185. Cleveland harbor, improvements, buoy established, caution.

Maritime Provinces and Newfoundland.

The St. John's Tug Co. has had built at Indian Arm, the hull of a tug, which has been towed to St. John's, Nfld., where she will receive her engines.

The str. Halifax went ashore in Halifax harbor June 11, and was towed off with but slight damage. The tow boats have put in claims for salvage amounting altogether to \$18,950.

The Cape Breton Steamship Co. has purchased the coasting steamer Baynes Hawkins in England, which on arriving in Nova Scotia will be put on a route between Halifax and Sydney.

The recent forest fires in Albert county, N.B., resulted in the destruction, among other property, at Hopewell Cape, of the tug Delta, and of the hull of a steamer being built by W. Dixon for Petitcodiac river.

The ferry str. Chebucto, operating between Halifax and Dartmouth, N.S., was built in Glasgow, Scotland, for service on the East river, New York, and was run there for a number of years before being brought to Halifax.

R. Thomson, of Rothsay, N.B., has purchased the steam yacht Scionda from U.S. owners, and has taken out Canadian papers therefor. The Scionda was built at Athens, N.Y. in 1887; is 92 ft. 9 in. long, 17 ft. 6 in. beam, 8 ft. 9 in. in depth, and is fitted with compound engines 11 in., 20 in. diam., by 16 in. stroke.

Revallion & Co., of London, Eng., recently purchased the Norwegian str. Stord, of 372 tons register, and have fitted her out for a barter trading expedition along the coast of Labrador and Hudson's Bay. One station is reported to have been opened at Rigolet, and the steamer was on her way to Nain when stress of weather drove her into St. John's, Nfld.

The hull of the new str. Westport, to replace a smaller one of the same name on the route between St. John, N.B., and Nova Scotia ports, has been launched at Shelburne, N.S., and was towed to Yarmouth to be engined. Her dimensions are: length, 103 ft.; breadth, 23.5 ft.; depth of hold, 9 ft., and she will have accommodation for 150 passengers and 100 tons of cargo.

The Imperial Dry Dock Co. has applied to the St. John, N.B., city council to grant it the site near the Sand Point wharves, formerly granted for the construction of a dry dock. The company proposes to construct a wooden dock 620 ft. long, with granite and concrete entrance, and to establish a ship repair plant in connection. Exemption from taxes for 40 years, and a grant of \$2,500 a year for the same period is also asked. A committee was appointed to draw up an agreement.

The Eastern Steamship Co.'s new str. Calvin Austin has been placed on the run between St. John, N.B., and Boston, Mass. Her dimensions are: length, 325 ft.; breadth, 62 ft.; depth of hold, 21 ft. The hull is of steel, has cellular double bottom, and is divided by five water-tight and collision bulkheads. She is fitted with triple expansion engines, cylinders, 26 in., 43 in. and 71 in. diameter by 42 in. stroke, to which steam is supplied by four boilers 14 ft. by 12 ft., at a pressure of 175 lbs.

A special committee, consisting of representatives of the St. John, N.B., city council, the Board of Trade and the Trades and Labor Council, has under consideration the question of the harbor accommodation at the port. At the last meeting a resolution was passed to the effect that it was desirable to vest in commissioners or trustees, the harbor properties on the western side of the harbor from South Rodney wharf down, no matter by whom owned, and a sub-committee was appointed to prepare a definite scheme for a trust on these lines.

The interest of M. F. Plant, who held the majority of stock in the Canada Atlantic and Plant Steamship Co., has been acquired by a Boston syndicate and the company reorganized. The officers of the new company are: President, A. S. Hayes, of Boston; Treasurer, A. W. Pery, Boston; Secretary and General Manager, H. L. Chipman, Halifax; other directors, F. J. Daggett, G. E. Gale,

Boston; R. T. MacIlreith, Halifax. The company acquires the str. Halifax, the charter of the str. Olivette, and the wharf property at Halifax and other points, the price paid, it is reported, being about \$250,000.

Province of Quebec Shipping.

The Montreal Harbor Commissioners have approved of the suggestion that the control of the pilots on the river should be vested in the Department of Marine.

Owing to the lengthened drought in the country the St. Lawrence at Montreal on May 31 registered a level of 30 ft. 9 in., or 13 inches lower than the level registered on May 31, 1902.

P. F. Bowen & Co., St. Paul st., Quebec, have been appointed agents for the str. Alexandria, operated by the Montreal, Rochester and Quebec Transit Co., between Buffalo, N.Y., and Quebec.

The steamer purchased in Glasgow, Scotland, for the Dalhousie-Gaspe route by the North American Transportation Co., has been renamed the Restigouche, and has been fitted up to replace the Admiral.

The Quebec Harbor Board has written to the Montreal Harbor Commission complaining of the excessive whistling of steamers going up and down the river, and asking for joint action in putting a stop to it.

The Quebec Harbor Board has refused to grant the request of the C.P.R. to erect a large shed on the Louise embankment to be used as an immigrant quarantine station in connection with its Atlantic steamships.

In view of the increasing trade at Quebec a proposal has been made for the dredging of the inner basin and the acquisition and improvement of the frontage on St. Andrew st., with a view of affording accommodation for the coasting trade.

A suggestion has been made that the Canadian Government should invite a representative of Lloyds to inspect the St. Lawrence channel and the aids to navigation provided, with a view of obtaining a reduction in the insurance of ocean-going vessels.

With a view of providing return cargoes of pulp, etc., for his company's steamers carrying grain from U.S. ports to Quebec, Capt. Wolvin has acquired an additional 150 square miles of timber limits in the vicinity of Ste. Anne des Montes. The property includes two sawmills, to which it is proposed to add pulp mills.

The Government investigation into the grounding of the ocean steamer Carrigan Head in Lake St. Peter, on April 24, shows that the buoys marking the channel were out of place, and a recommendation was made that the channel be patrolled by a steam launch with the view of seeing that the buoys do not get shifted from their positions by the currents or other causes.

The Montreal Harbor Commissioners have passed a by-law for handing over the widened portions of Common and Commissioners Streets to the city, the latter body undertaking to allow the railway tracks now laid to remain, and to permit the laying of others for the purpose of giving access to the wharves when necessary, and to allow full and free access to the wharves at all times.

The Government has authorized the loan of a further sum of \$3,000,000 to the Montreal Harbor Commission for the purpose of improving the terminal facilities at that port. The resolution approving of the loan provides that the money shall be advanced as required, after the plans have been approved. The loan is for 25 years at 3%. It is proposed to expend about \$2,500,000 in the provision of steel sheds at the wharves, and the balance will be