

bush. an hour. The first leg to claim attention is that outside the elevator, known as the marine iron leg. It projects by means of an automatic pusher, and is lowered down into the hold of the vessel until it touches the bottom. Inside is a bucket receptacle every 12 ins. apart, and the buckets are 8 by 8 ins. On the first floor of the building are four lofter legs, used for receiving grain from the railway cars, and also for delivering to cars or ocean steamers. They contain a double row of buckets 8 by 16 ins. and are each of 150 h.p. There are also two cleaning machines, with a cleaning capacity of 2,500 bush an hour, so that all the grain sent out is in a clean and wholesome condition. The cars discharge their cargo under the legs by means of automatic shovels all driven by electricity, whilst every leg, cleaner and shovel has its own separate motor. There are also two car pullers, for the purpose of placing the cars in whatever position may be desired, and these also are driven by electricity. On the top floor of the building are the four heads of the legs below, and all power is transmitted by means of rope drives. The scale floor, where all the weighing is done, is immediately below, and after the required quantity has been secured, the grain is let out to the distributing spouts. A stage further down is the delivery spout which is described as telescopic and universal, and can be arranged to any length to suit convenience. The spout fits in covers, from which the grain can be dropped to any part, or into the conveyer for removal to other portions of the building. There are also four car-loading spouts. These project into the car, and two horns, thrown out by their own gravity, empty the grain in equal proportion at each end of the car so that the latter is evenly and properly filled. The spouts have a drop of 150 ft. The floors of the building are of concrete, the numerous bins of steel and the whole being supported by massive iron work. The electric power is delivered at 2,200 volts, and is transformed to 400 and 575 volts. The two power transformers have a capacity of 375 k.w., and the two light transformers a capacity of 15 k.w., the distribution taking place in the ordinary way, according to the number of motors required.—Montreal Star.

SHIPPING MATTERS.

Capt. Salmon's Resignation.

Capt. Salmon, Wreck Commissioner for Canada, sent in his resignation to the Department of Marine, Oct. 1, and on Oct. 10 it was announced that an Order-in-Council had been passed dispensing with his services. On Oct. 5, Capt. Salmon, in delivering judgment in the case of the Cape Breton-Canada collision, off Sorel, June 18, explained his reason for resigning his position. He stated that he had been approached by the Deputy Minister of Marine, with a specific inquiry as to the probable decision to be rendered in the case, and was also told that before giving a decision it might be advisable to consult Mr. Archer, counsel of the Richelieu and Ontario Navigation Co., the owners of the Canada. Notice was given that judgment would be rendered Sept. 26, and on that day it was intimated to the court that counsel for the R. & O. N. Co., had applied to have the inquiry reopened on the ground that additional evidence might be laid before it. The court fixed Oct. 3 as the day for hearing this new evidence, and on Sept. 29 counsel for the company asked that the translation of certain evidence given before the Admiralty Court at Quebec be accepted as a portion of the new evidence, but the Commissioner declined to accept it. A letter from Mr. Archer to the Minister of Marine, dated Sept. 26, was read in which it was suggested that

as a large number of claims had been made by passengers who were on board of the Canada, and as the case was also before the Admiralty Court at Quebec, it might be advisable that the report of Capt. Salmon be suspended until after the final judgment. On Sept. 29, the Deputy Minister of Marine telegraphed to Capt. Salmon, stating that the Minister desired nothing further to be done in the case until further orders. On Oct. 1, Capt. Salmon stated that he saw the Minister of Marine, informed him that he considered pressure was being brought to bear in favor of one side and to the prejudice of the other, and tendered his resignation. The R. & O. N. Co. declined to appear officially as a party to the case before the Wreck Commissioner's court. The Deputy Minister of Marine, in an interview, stated that the correspondence read by the Wreck Commissioner did not show that any attempt had been made to influence his decision; all Capt. Salmon was asked to do was to suspend his decision until the civil action before the Admiralty court had been disposed of. The Minister of Marine, in an interview, declared that the suggestion that political influences had been brought to bear with a view of influencing the judgment of the court was farcical. He had been expecting Capt. Salmon's resignation for some time; it had been verbally tendered six months previously, but it was not accepted as it was intended to let him close up the cases before him. It had been intended to call for Capt. Salmon's resignation at an early date, in the interests of the Department. On Oct. 8, Capt. Salmon declined to give judgment in the case of the investigation into the grounding of the Catalone, pending action by the Government on his resignation. Under Sec. 25 of the act directing the investigation of wrecks and other casualties, the Minister has power to order the rehearing of a case either in whole or in part, for the purpose of taking new evidence, or if for any other reason he has reason of suspecting a miscarriage of justice.

Notices to Mariners.

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

No. 74. Sept. 21—Ontario—200. Georgian Bay, off south end of Christian Island, buoys. 201. St. Joseph Channel, north shore, Kensington Point, hydrographic note.

No. 75. Sept. 22—Prince Edward Island—203. East coast, Cardigan Bay and Georgetown harbor, buoyage.

No. 76. Sept. 23—Nova Scotia—204. Bay of Fundy, south side, Port Lorne, nomenclature. Newfoundland—205. South coast, Rose Blanche harbor entrance, Caine's Island, fog alarm established.

No. 77. Sept. 28—Alaska—206. Lynn Canal, Chilkat Islands, uncharted shoal.

No. 78. Sept. 29—Ontario—208. Georgian Bay, east side, Waubuno channel, lone rock, gas and bell buoy established. 209. Georgian Bay, east side, approach to Parry Sound, Seguin bank, gas and bell buoy established. 210. Georgian Bay, Parry Sound, Killbear point, gas beacon established. 211. St. Joseph Channel, North Sister rock, hand fog horn at light station.

No. 79. Sept. 29—Quebec—212. Gulf of St. Lawrence, Anticosti lightship, temporary change in characteristic of light. Newfoundland—213. South coast, Placentia Bay, Latitude point, light established.

No. 80. Oct. 1—Nova Scotia—214. South coast, Chedabucto bay, Guysborough harbor, lighthouse burned down, temporary light.

No. 81. Oct. 3—Nova Scotia—217. Bay of Fundy, Lurcher shoal, lightship temporarily off her station.

No. 82. Oct. 4—British Columbia—218. Vancouver Island, east coast, Stuart channel, Danger reef, light on brawn.

No. 83. Oct. 11—Quebec—222. River St. Lawrence, ship channel between Quebec and Montreal, Champlain upper range, lights established. 223. River St. Lawrence, ship channel between Quebec and Montreal, Grondines to Ile Bigot, gas buoys established. 224. River St. Lawrence, ship channel between Quebec and Montreal, Pointe aux Trembles to Longue Pointe, changes in buoyage.

No. 84. Oct. 8—Ontario—225. Niagara river mouth, Niagara-on-the-Lake, range lights established.

No. 85. Oct. 11—Ontario—226. Lake Superior, Pie Island, change in position of lighthouse. 227. Lake Superior, Victoria island, change in position of lighthouse.

No. 86. Oct. 11—New Brunswick—228. Bay of Fundy, Gannet rock, revolving apparatus out of order, temporary light. 229. Gulf of St. Lawrence coast, Miramichi River, Oak point, range lights improved.

No. 87. Oct. 12—Nova Scotia—230. Strait of Northumberland, Wallace Harbor, Macfarlane point, range lights established.

Maritime Provinces and Newfoundland.

The Halifax Tow Boat Co.'s new tug Togo made a speed of 12 knots an hour on her trial trip at Halifax, N.S., Oct. 3.

Reports that the str. Call, of Chatham, N.B., had sunk at New London, P.E.I., Oct. 8, proved on investigation to be altogether without foundation.

Capt. D. Knowlton, who died at St. John, N.B., Oct. 6, aged 81, was master of the bark Savannah from 1866 to 1874, and of the bark Noel from 1874 to 1894, when he retired from active work.

A new tug, named Daniel, has been completed at St. John, N.B., for Tapley Bros. She is 54 ft. over all, 15 ft. beam and 5 ft. depth of hold, and will be used in the river towing trade.

The Plant Line and Canada Atlantic Steamship Co. is negotiating for the purchase of an additional steamer in England. Chief Engineer Dobie, of the Halifax, has gone to England to report on the engine and boilers of the steamer.

D. Lynch, who recently died at St. John, N.B., aged 69, was for many years a well-known shipbuilder there. He built 67 wooden sailing vessels, and in recent years built the tug Lord Kitchener, and the coasting steamer Senlac.

The hull of the steamer Mahone was towed from Mahone Bay to Yarmouth, N.S., where her machinery will be put in. She is intended for the freight and passenger trade between Mahone Bay and Halifax, and is owned by J. Ernst & Son.

The Schooner Rothesay Co. (Ltd.) has been incorporated under the New Brunswick Companies' Act, with a capital of \$16,000, to purchase the schooner Rothesay and to carry on a general navigation business. The provisional directors are: E. B. Ketchum, D. W. Puddington, of St. John, N.B.; F. R. Taylor, of Rothesay, N.B.; A. C. Puddington and H. B. Homan, of New York.

The St. John River str. May Queen struck on a ledge in Grand Lake, N.B., during a heavy storm, Sept. 26, and received severe damage. She was floated Oct. 3, and was towed to Newcastle wharf, where temporary repairs were made. She was subsequently towed to St. John, where she was given general repairs, and went on her route again Oct. 15. During the winter she will be given a complete overhaul.