

days was discussed and lost upon a vote being taken.

The following executive committee was elected: C. F. Gildersleeve, H. C. Hammond, J. H. Hall, J. A. Cuttle, H. W. Richardson, R. C. Carter, R. O. Mackay, A. A. Wright, D. Murphy, S. Crangle, Thos. Donnelly and John Gaskin.

The committee subsequently elected C. F. Gildersleeve, President, and J. A. Cuttle and H. C. Hammond, first and second Vice-Presidents respectively. The Secretary-Treasurer was declared permanently elected.

The special committee appointed to meet the Board of Steamboat Inspectors, attended a conference, and the Department's proposed amendments so far as they related to the qualifications of engineers were outlined to them. With certain exceptions these amendments were considered satisfactory and met the approval of the committee. With regard to these exceptions the committee subsequently waited upon the Minister of Marine, who received the committee's views with gratifying attention, and asked for a memorandum of their proposals. This was accordingly submitted, and it has been promised careful consideration. On the day following a sub-committee of the Association completed the examination of the amendments to the rules, making suggestions where they were considered proper. Many of the amendments are merely formal, and in no case were they open to serious objection, being generally designed to improve the working out of the rules.

Notices to Mariners.

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

No. 17. Mar. 25.—Ontario—29. Detroit River, Elliott Point, change in position of range lights. 30. St. Clair River, buoyage. 33. Detroit River, Ecorse, front range light-house. 34. River St. Mary, Sault Ste. Marie, Vidal shoals, channel range lights to be established. 35. Lake Superior, Crisp's Point, light and fog signal to be established.

No. 18. Mar. 30.—Quebec—36. Chaleur Bay, New Richmond, Duthie Point, lighthouse established. 37. River St. Lawrence, below Quebec, traverse of St. Roch, changes in gas buoys.

No. 19. Mar. 31.—Nova Scotia—38. Bay of Fundy, Basin of Mines, Wolfville, new position of lighthouse.

No. 20. April 2.—Ontario—42. Lake Erie, Kingsville, change in color of back range light. 43. River St. Mary, Canadian Sault canal, change in color of lights on lower extremities.

No. 21. April 2.—Nova Scotia—44. Gut of Canso, information respecting tides.

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

No. 12. Mar. 19.—Detroit River—381. Amherstburg reach, Elliott Point, range lights to be moved.

No. 14. April 2.—St. Lawrence River—473—Rock Island light station, N.Y., intended change in color of light. 474. Superior shoal, N.Y., gas buoy established, corrected bearings.

No. 15. April 9.—St. Mary's River—513. Changes in buoyage.

Maritime Provinces and Newfoundland.

The str. Glencoe, of the Reid-Newfoundland Co.'s west coast service, is undergoing repairs at the Company's dry dock at St. John's.

The Dominion Government str. Lansdowne is being fitted with new boilers, etc., at St. John, N.B.

A company has been formed at Windsor, N.S., to purchase the str. Avon, and retain her on her run on the river and coast. Capt. Trefry is the principal promoter.

The steamer which the Insular Steamship Co., of Westport, N.S., sold in 1902, is having a new deckhouse built, and on going into service this season is to be renamed the Mikado.

J. D. Bradshaw, for many years a leading shipbuilder of New Brunswick, died at St. Martin's recently, aged 84. He built a number of sailing vessels for Vaughan & Co., of Liverpool, Eng.

The Reid-Newfoundland Co.'s str. Bruce has been thoroughly overhauled at the Company's dry dock at St. John's, and has resumed her run between Sydney, N.S., and Point aux Basques, Nfld.

The annual meeting of the Richmond Steamship Co. was held at Sydney, N.S., recently, when a satisfactory report was presented for the season of 1903. It was decided to change the route of the Vega for the coming season so as to make four trips a week between Grand Narrows and St. Peter's, and two between Mulgrave and St. Peter's. C. H. Harrington was elected President, and J. A. Young Secretary-Treasurer.

The new service which the Bowring Bros. will inaugurate in Newfoundland will be given by the Mary Hough and the Prospero, pending the building of two steamers, for which contracts are reported placed in England. The Mary Hough is a Liverpool steamer, hitherto engaged in the coasting freight and passenger trade between London and Liverpool, and has the following dimensions: length, 225 ft.; breadth, 29 ft.; depth, 15 ft.; tonnage: gross, 869 tons; register, 531 tons. Her engines are of 139 nominal horse power, and she is fitted with electric light. She will be placed on the west coast service. The Prospero is a British built steamer, is registered at Christiana, Norway; her dimensions are: length, 179 ft.; breadth, 27 ft.; depth, 14 ft.; tonnage: gross, 678 tons; register, 414 tons. The details of the contract with Bowring Bros. were recently placed before the Newfoundland Legislature. The contract provides for one steamer to make 19 trips between St. John's and Giquet, at \$1,750 a trip, and the other steamer to make 26 trips between St. John's and Bonne Bay at \$1,500 a trip, and will extend for 10 years. The total cost of the service will be \$72,250.

Province of Quebec Shipping.

The Dominion str. Aberdeen is being fitted with new boilers at Quebec, in addition to being given a thorough overhaul.

U. P. Boucher, engineer in charge of placing buoys on the ship channel between Montreal and Quebec, has also been appointed special agent of the Department of Marine in Montreal.

The construction of a dry dock at Montreal at a cost of \$2,000,000 is being again brought before the notice of the Dominion Government. A site is suggested between Windmill Point and the Guard pier.

The Richelieu and Ontario Navigation Co.'s plans for the season include the making of four trips a week each way between Quebec and the Saguenay River, instead of two, as has hitherto been the case.

The North American Transportation Co. proposes to place its steamer Restigouche, formerly the Rathlin, of Glasgow, Scotland, on a run between Montreal, Quebec, and St. John's, Nfld., calling at Charlottetown, P.E.I. The round trip will be made in two weeks.

La Compagnie Generale du port de Chicoutimi is applying at the current session of the Quebec Legislature for an act of incorporation to carry on a general transportation and navigation business within the county of Chicoutimi, as well as to engage in other enterprises.

The report of the Department of Marine for 1903 shows that investigations were made into ten casualties on the St. Lawrence route. Of these the masters were held responsible for four, the pilots for three, and the remaining three were declared to be due to the perils of navigation. Two additional casualties took place, the investigations into which were made in England.

Ontario and the Great Lakes.

The fleet of the Algoma Central Steamship Line will be in charge of Capt. W. C. Barr during the coming season.

Capt. Hickley, of Kingston, who has been in the Richelieu and Ontario Navigation Co.'s service on the Prescott-Montreal run, has retired from active service.

The contract for the extension of the Dominion Government dock at Sault Ste. Marie, Ont., has been let to the Estate of the late John Battle, Thorold, Ont. The estimated cost is \$100,000.

Capt. McCaw, of North Bay, is building a steamer 125 ft. 6 in. long, 25 ft. beam, and a draft of 5 ft., to be fitted with engines of 35 horse power for trading on Lake Nipissing and the French River.

The tug Charles Jones was launched at Owen Sound recently for C. Jones. The dimensions are: length, 50 ft.; breadth, 12 ft.; depth, 6 ft. A high pressure engine capable of making nine miles an hour has been fitted.

The Northern Navigation Co.'s str. Britannic is under repair and will not be in service this year. Her machinery was badly damaged during 1903, and the repairs will not be completed in time to engage in the trade this season.

The str. Turbinia, to run between Toronto and Hamilton for the Turbine Steamship Co., was launched at Hebburn-on-Tyne, Eng., Mar. 28. J. Moodie, President of the Company, recently went to England to come out on the new steamer.

The Kingston Board of Trade has petitioned the Dominion Government to construct a branch of the Rideau Canal into the township of Bedford, so as to open up some mineral lands, and also for the re-opening and deepening of the Wolfe Island canal.

A movement is being made in Picton, Cobourg and other points with a view of forming a joint stock company to purchase the str. Argyle from A. W. Hepburn, of Picton. Press reports state that Mr. Hepburn desires to retire from the business in favor of his sons.

The trustees of the Collingwood General and Marine Hospital are making application at the current session of the Dominion Parliament for authority to borrow money on the mortgage of its real property with a view of improving its buildings and adding to its equipment.

A by-law of the townships of Medora and Wood fixed the assessment of the hotel property of the Muskoka Lakes Navigation and Hotel Co. at Lake Rosseau at \$20,000 for 10 years from Jan., 1901. This by-law was confirmed by an act passed at the recent session of the Ontario Legislature.

The estimated cost of the canal which the U.S. Government is being asked to construct from Lake Erie, round the rapids of the Niagara River, to Tonawanda, N.Y., is \$3,473,239. A deputation of shipping men recently went to Washington to press the claims of the proposal on the river and harbor committee of Congress.

We are advised that the Merchants' Line, managed by G. E. Jaques & Co., Montreal, which operates the Melbourne and Cuba, between Montreal and Toledo, Ohio, and intermediate ports, will have built one or more screw steamers for the route. The plans,