

SHIPPING MATTERS.

The Dominion Government and Transportation.

In consequence of the retirement of J. I. Tarte from the office of Minister of Public Works in the Dominion Government, a rearrangement is to be made of the duties of Department of Public Works and of the Department of Marine and Fisheries. Hitherto there has been a certain amount of conflict of authority between the two departments, and to a certain extent also with the Department of Railways and Canals. Under the new allotment of duties the improvements of the St. Lawrence River, and the building and maintenance of wharves in Dominion waters will be transferred from the Department of Public Works to the Department of Marine. This will give the Department of Marine control of water transportation, but until all the details are arranged, and the arrangement confirmed by act of Parliament, the full effect of the proposed changes cannot be stated. Under the new plan Hon. Jas. Sutherland, who succeeded Sir Louis Davies as Minister of Marine and Fisheries, becomes Minister of Public Works, and Hon. R. Prefontaine, of Montreal, received the appointment of Minister of Marine and Fisheries.

Referring to his six years' tenure of the office of Minister of Public Works, Mr. Tarte recently said the great object he had been working for was the advancement of our natural means of transportation, and a great deal had been accomplished in that time. The port of Montreal was in a fair way of being efficiently equipped, a work in which the G.T.R. and the C.P.R. were assisting. The Harbor Commission was completing the wharves and an elevator, and only permanent warehouses were required. The deepening and widening of the St. Lawrence channel from Quebec to Montreal was about half finished, and there had been provided for the completion of the work a fleet of dredges, tugs and stoneraisers unequalled on the continent. The dockyard at Sorel was equipped to do all repairs to this fleet and make such additions as were necessary. The harbor works at Port Colborne, Ont., were about three-fourths done, and considerable improvements had commenced at Goderich, Meaford, Collingwood, Midland, and Parry Sound. A good deal would have to be done at Fort William and Port Arthur, which he had resolved to have done. Other works were on hand at St. John, N.B., and other ports, all having for an object the improvement of our waterways. It was his object to have from the west to the east, from one end of the country to the other, a complete system of transportation, and he wished that his successor might be able to accomplish more than he had done.

On assuming his duties as Minister of Marine, Hon. R. Prefontaine referred to their increased importance. He expressed the hope that Parliament would authorize the establishment of at least the nucleus of a navy. He advocated the founding of a school of navigation in Montreal for the training of men for both ocean and inland navigation. Mr. Prefontaine has since made an inspection of the St. Lawrence from Montreal to Rimouski.

Notices to Mariners.

The Department of Marine has issued the following notices to mariners:—

No. 96. Oct. 22.—Ontario—320. Lake Erie, east end, Waverley shoal, gas buoy established. 321. St. Clair river, Sarnia, location of shoal.

No. 97. Oct. 23.—Nova Scotia—329. Cape Breton, Cape la Ronde, characteristic of light to be changed.

No. 98. Oct. 27.—New Brunswick—331. Northumberland strait, Richibucto harbor entrance, South Beach, amended particulars of range lights.

No. 99. Oct. 27.—British Columbia—332. Strait of Georgia, Porter Pass, Galiano island, range lights established.

No. 100. Oct. 28.—Nova Scotia—333. Cabot Strait, St. Paul island, Atlantic cove, marine signal station. Prince Edward Island—334. Northumberland Strait, Wood islands harbor, range lights established, buoy and sailing directions. 335. Northumberland strait, Wood islands harbor, beacon established.

No. 101. Oct. 29.—Ontario—336. River St. Mary, Pointe aux Pins, light improved.

No. 102. Nov. 3.—British Columbia—338. Strait of Georgia, Baynes Sound, buoys to mark prize-firing base. 339. Queen Charlotte Sound, Sealed passage and north channel, rocks.

No. 103. Nov. 8.—Ontario—340. River St. Lawrence, Farran point, gas buoy discontinued. 341. River St. Lawrence, head of Farran point channel, gas buoy established. 342. River St. Lawrence, head of Galops canal, light established. 343. River St. Lawrence, west of Galops canal, north channel dyke, light established. 344. River St. Lawrence, between the head of Galops canal and Prescott, north channel described. 345. River St. Lawrence, head of north channel, Galops, buoyage changed.

No. 104. Nov. 6.—New Brunswick—346. Bay of Fundy, Passamaquoddy bay, entrance to St. Andrew's harbor, wreckage removed. Prince Edward Island—347. Gulf of St. Lawrence, Murray harbor, Beach point, height of front range lighthouse reduced. 348. Northumberland strait, Miningash, change in lights, buoys.

No. 105. Nov. 6.—British Columbia—350. Queen Charlotte sound, new channel, rocks.

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

No. 44. Nov. 1.—Lake Superior—1633. Portage Lake ship canals, upper entrance, directions for avoiding sunken wreck. Lake Michigan—1634.—Green Bay and Strait of Mackinac, winter buoyage. Lake Erie—1637. Wreck of W. H. Stevens, buoy. Lake Ontario—1638. Galloo island shoal, gas buoy no. 1 re-established.

No. 45. Nov. 8.—St. Clair river—1688. Sarnia, Black river shoal, gas buoy moved. Lake Erie and Detroit river—1689. Winter changes in aids to navigation. 1692. South-east shoal lightship to Long point; wreck of H. A. Barr.

No. 46. Nov. 15.—Lake Erie—1750. Seneca shoal and other gas buoys, winter buoyage. 1751. Wreck of the steamer C. B. Lockwood, buoys established, additional information. Lake Ontario—1752. Port Credit, sand bar reported.

Maritime Provinces and Newfoundland.

The Eastern Steamship Co. is having built at Chester, Pa., a steamer for the St. John, N.B.—Boston route.

The Insular Steamship Co. is negotiating for the building of a large steamer to replace the Westport on the St. Mary's Bay—St. John, N.B., route.

A proposition is under consideration at North Sydney, N.S., for the construction of a marine railway capable of taking vessels up to 4,000 tons.

Smith Bros., of Halifax, are having built a 60 ft. steamer at Yarmouth, N.S., somewhat similar to the Nelson and Lenore, previously built for them there.

The Cumberland Ry. and Coal Co. is having two coal carrying barges of 1,200 tons

capacity built at Parrsboro, N.S. They are expected to be launched by Dec. 30.

The Reid Newfoundland Co. has added to its fleet during the year the str. Virginia Lake, 760 tons, which has been utilized on the route between St. John's and the Labrador coast.

The tug Petrel of the Collins' Bay Rafting Co., has been fitted up for wrecking purposes, and will be stationed on the Newfoundland coast for the winter in charge of Capt. Wm. Leslie.

The Lady Laurier, a cable and lighthouse supply steamer for the Maritime Provinces, recently launched at Paisley, Scotland, for the Dominion Government, was christened by Miss Gibson, daughter of Hon. W. Gibson, Beamsville, Ont.

The Provincial Wrecking Co. is being formed at Yarmouth, N.S., and it is proposed to apply for a charter of incorporation at the next session of the Nova Scotia Legislature. J. E. Nickerson is Manager and W. W. Wilson Secretary-Treasurer of the provisional organization.

Recent press reports stated that the steamers of the Plant line had been sold to the Eastern Steamship Co., which, during the past year, has absorbed a number of lines trading between U.S. and Maritime Province ports. We are officially informed that the reports were entirely unfounded.

A plan is under consideration of the steamship companies engaged in the St. John river trade to amalgamate, with a view of providing a better and more regular service, night as well as day, and to regulate rates. According to present plans there are 11 steamers likely to be running between Indian town and river points.

Among recent launches in the Maritime Provinces have been the following: schooner Lady of Avon at Hantsport, N.S.; schooner Leslie L. at Shelburne, N.S.; barkentine Ladysmith at Lower Economy, N.S.; schooner Ambition, on the LaHave river, N.S.; schooner Manhattan at Lunenburg, N.S.; and a tug Lord Kitchener at St. John, N.B.

A deputation from St. John, N.B., has had an interview with a number of the Dominion Ministers in reference to the projected dry dock at St. John. G. Robinson, who is the chief promoter of the dock company, asked that Dominion aid be extended to the project to the extent of 3% on the proposed outlay of \$1,000,000 instead of 2% already promised.

The str. Mira, under charter to the Dominion Coal Co., which went ashore on Chebogue point, N.S., in Feb., has been released, and the underwriters will pay \$50,000 to Capt. Reid, of Sarnia, Ont., who had charge of the salvage operations. The operation was one of the most difficult attempted on the coast. The Mira is being towed to New York to be repaired.

The People's Line Steamboat Co., of St. John, N.B., is looking for two steamers, one to place on the route of the recently burned Star, and the second to make the night run between St. John and Fredericton. Representatives of the company recently inspected a steamer with a capacity of 700 passengers in New York, and are in treaty for the purchase of the City of Owen Sound, belonging to the Algoma Navigation Co. of Owen Sound, Ont.

The Princess Steamship Co. (Ltd.) has been incorporated under the New Brunswick Companies' Act, to carry on a general navigation business on the St. John river. The provisional directors are H. A. McKeown, W. G. Dunlop, S. J. Thorne, B. VanWart, of St. John; T. Fulton, Sheffield, N.B. The Co. has a capital of \$15,000, and has purchased the str. Queen, of Montreal, from the Montreal and Cornwall Navigation Co. The Queen is a sidewheel steamer, built at Valleyfield, Que.,