

less whatever may be damaged from water, which has, of course, to be settled for by the steamers or the underwriters. Even this proposition appears to some of the vessel-owners to be asking more from the steamers than is fair, and they claim that all a steamer should be asked to do is to give a bill of lading for the amount of grain which the loading elevators claimed was on board, and that she should collect her freight on the amount of grain weighed out by a Government officer at the unloading elevator, and that the elevators and the shippers should settle their disputes themselves, in the same way as is done with coal or any other bulk cargo.

### Notices to Mariners.

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

- No. 33. May 11.—Nova Scotia—86. Halifax harbor, McNab Island, Government rifle ranges.
- No. 34. May 13.—Nova Scotia—91. Cape Breton, south coast, off Guion Island, whistling buoy established.
- No. 36. May 14.—Quebec—River St. Lawrence, ship channel between Quebec and Montreal, Portneuf to Three Rivers, geographical position of lights.
- No. 37. May 17.—Quebec—96. River St. Lawrence, ship channel between Quebec and Montreal, Sorel, cables laid for experimental purposes, caution.
- No. 38. May 18.—British Columbia—97. Trincomali channel, off Atkin's reef, uncharted rocks.
- No. 39. May 25.—Ontario—98. Lake Ontario, Toronto harbor approaches, buoyage.
- No. 40. May 26.—Ontario—102. Lake Huron, north channel, Aird Bay, Cutler range lights established. 103. Lake Huron, north channel, Aird Bay, beacon erected on Cassin's rock. 104. Lake Huron, north channel, Aird Bay, Curran rock buoyed. 105. Lake Superior, eastern end, outer Pancake shoal located.
- No. 41. June 1.—Ontario—107. Lake Superior, east end, buoyage.
- No. 43. June 2.—North Atlantic Ocean—111. Off the mouth of the Bay of Fundy, current survey steamer to be avoided. Nova Scotia—112. South of Madame Island, Crichon Head, orthography. New Brunswick—113. East coast, Miramichi Bay, Virn Bay, off Virn Island, buoy.
- No. 44. June 6.—Quebec—117. River St. Lawrence, Point Levis shoal, gas buoy established. 118. River St. Lawrence above Quebec, off Point Nicholas, gas buoy established. 119. River St. Lawrence above Quebec, Trembles shoal, change in character of buoy. 120. River St. Lawrence above Quebec, off Point St. Antoine, gas buoy established. 121. River St. Lawrence, ship channel between Quebec and Montreal, Grondine's Point, position of front range light. 122. River St. Lawrence, ship channel between Quebec and Montreal, Sorel to Longue Point, completion of 30 ft. channel.
- No. 45. June 7.—Ontario—123. Lake Ontario, Burlington channel, pier inner lights again in operation. 124. Lake Superior, Thunder Bay, entrance to Port Arthur, lighted buoy established. 125. Lake Superior, Thunder Bay, Kaministiquia River, front range tower moved; new back range tower. 126. Lake Superior, Victoria channel, Mink Island reef, beacon established.
- No. 46. June 8.—Quebec—127. Gulf of St. Lawrence, Magdalen Island, Bird rocks, temporary change in character of light.
- No. 47. June 13.—Prince Edward Island—128. East coast, Cardigan Bay, Georgetown harbor, off Cardigan shoal, buoy. 129. North shore, Grenville harbor, buoys. New

Brunswick—130. Northumberland Strait, Richibucto harbor entrance, south beach, changes in bar range lights.

No. 48. June 16.—Quebec—131 to 133. Gulf of St. Lawrence, change in color of Martin River; Matane and Little Metis light-houses.

### Maritime Provinces and Newfoundland.

The I.C.R. car ferry Scotia has returned to her run between Mulgrave and Point Tupper, after having been overhauled at Halifax dry dock.

The Dominion Government proposes to purchase or build a suitable steamboat to replace the Argus in the quarantine service at Halifax.

The Virginia Lake of the Reid Newfoundland Co.'s fleet has been having a thorough overhaul prior to going on the Labrador service for the season.

The hull of a new tug for Dickie and McGrath has been launched at Shelburne, N.S., and towed to Yarmouth, where the engines and boilers will be installed.

W. R. MacInnes, Assistant Manager for Furness, Withy & Co. at Halifax, N.S., has resigned, and J. E. Furness of the head offices at Liverpool, Eng., has arrived to fill the vacancy.

R. Scott, of Fogo, Nfld., has completed a 70 ton coasting steamer for the island trade. She is fitted with compound engines  $7\frac{1}{2}$  and 13 in. cylinders by 12 in. stroke, and is capable of making 11 knots an hour.

G. Robertson, President of the Imperial Dock Co., St. John, N.B., recently stated that negotiations were in progress with a contractor for the construction of the dock, and it was hoped to be able to have all the arrangements completed by the beginning of July.

U.S. shipowners are endeavoring to make arrangements for a regular steamship service every two weeks between New York and St. John, Nfld., calling at Boston, Mass., and Halifax, N.S. The steamers it is proposed to use are 1,500 tons gross, and have considerable passenger accommodation.

The Ship Owners' Marine Insurance Co., at its annual meeting at Windsor, N.S., recently, declared a dividend of 6% on the operations of the past year. The officers for the current year are: President, C. de W. Smith; Secretary, J. E. Curren. C. R. Burgess, of Wolfville, was elected to fill a vacancy on the directorate.

The officers and directors of the Valley Steamship Co. for the current year are: Secretary and Treasurer, F. C. Whitman; General Manager, C. W. Collins; other directors: F. W. Pickels, S. W. Pickup and S. E. Bancroft. The offices of the company are at Annapolis, N.S. The str. Granville will be put on the run between Annapolis and St. John, N.B., calling at intermediate ports.

The Richard Steamship Co. (Ltd.) has been incorporated under the Dominion Companies' Act for the purpose of acquiring the str. Richard or other steamers, and building other steamers. The capital is fixed at \$40,000; the offices are to be at North Sydney, N.S., and the provisional directors are: J. T. and J. E. Burchell, of Sydney; W. Hackett, Jos. Salter, E. W. Hickey, of North Sydney; Major Schurman, of Kensington, P.E.I.

The Bertram Engine Works Co., Toronto, is building the frames for a new ferry steamer for the St. John, N.B., city council. The frames will be put together in Toronto, and then shipped in sections to St. John, where it will be put together, completed, and engined by Fleming Bros., who have the contract. The dimensions of the hull are: length over

guards, 140 ft.; length, outside to outside propeller posts, 114 ft.; length, outside to outside body posts, 136 ft. 4 in.; moulded beam, 34 ft.; width over guards, 49 ft.; depth, base line to top deck beam amidships, 12 ft. 11 in.; depth, base line to top of deck beam ends, 11 ft. 11 in.

### Province of Quebec Shipping.

The str. Clipper has been sold to Hodge and Walley, of Sherbrooke, for their trade on Lake Memphremagog.

The Department of Marine has decided to send one of its engineers to Montreal to look into the question of constructing a dry dock there.

The str. St. Lawrence, formerly running to Prince Edward Island, has been converted into a cattle barge, and is now at Montreal, Gordon, Ironsides and Fares being the owners.

The str. Gauss, which the Dominion Government purchased from the German Government for use in the Arctic seas, arrived in Quebec June 13 under the command of Capt. Bernier.

The Deputy Minister of Marine has had a conference with the shipping men of Montreal respecting the best locations for the placing of submarine bells on the St. Lawrence route.

A suggestion has been made among scientific and marine men that the time has arrived when the Tidal Survey branch of the Department of Marine should be developed into a hydrographic survey branch.

The Department of Marine has asked tenders from British firms for the construction of two steamers for ice breaking purposes in the St. Lawrence River. It is hoped to have them ready for work during next winter.

The str. Admiral, owned by the North American Transportation Co., ran into the wharf at New Carlisle, Que., recently, and was very much damaged. The accident was caused by the signal between the bridge and the engine room failing to work.

The Sincennes-MacNaughton Co. has added to its fleet a new steel tug, the F. Dupre, which was built at Sorel, her dimensions being: length, 80 ft.; breadth, 20 ft.; draught, 10 ft. 6 in. She is fitted with compound engines 18 and 36 in. diameter by 24 in. stroke.

Revillon Bros. (Ltd.) has been incorporated under the Dominion Companies' Act with a capital of \$5,400,000. The company is already incorporated in France, and carries on a fur and general trading business in Quebec, Edmonton and other places on the shores of Hudson's Bay and the Northwest Territories, in connection with which it owns steamboats, sailing and other vessels. P. D'Aigneaux, Quebec, is the chief officer and representative of the company in Canada.

The Department of Marine is making a series of experiments in the St. Lawrence River opposite Sorel, with an electrical device for guiding steamers in narrow channels. Two parallel lines of cable have been laid following the line of the shore in the vicinity of Sorel Point for a distance of about two miles; these lines of cables are at distances of about 500 and 1,000 ft. from the shore, but are not in the ship channel. The position of the cables are marked by buoys and sign boards on shore. As soon as the experiments are completed a report will be made to the department by the officer in charge.

The Richelieu and Ontario Navigation Co.'s str. Canada was sunk in the St. Lawrence near Sorel at 2.45 on the morning of June 13, after having been in collision with the Dominion Coal Co.'s str. Cape Breton. The Canada was on her regular trip from Quebec