

voyage, which was completed in safety On arrival at Avonmouth she was docked for repairs, and her next sailing cancelled.

Capt. Carey, commander of the C.P.R. s.s. Tyrolea, has retired from active service, after 51 years service at sea. He commanded the C.P.R. s.s. Empress of Ireland, wrecked recently, during her first year of service, but was transferred back to the Tyrolea, then the Lake Erie, at his own request.

The Roth Line s.s. Coningsby, from Antwerp and Dundee to Montreal, put into St. John's, Nfld., on her way over, having sprung a leak in mid ocean. It was found that the stern glands were leaking badly. The damage was repaired and the vessel proceeded to Montreal, arriving there June 12.

The Marine Department announces that it has placed a green buoy showing oscillating white light, in 25 fathoms, about half a cable north of the wrecked s.s. Empress of Ireland; bearing from the buoy to Father Point light, south 54 deg., west distant 7 miles; vessel apparently lying on its side, least sounding 9½ fathoms low water.

The Norddeutscher Lloyd s.s. Hanover, which is being operated by the Canada Line, a subsidiary company, and which was at first reported to have collided with the s.s. Empress of Ireland, arrived at Montreal, May 31, inaugurating the second class passenger service for the company, between Montreal and continental ports in Europe. She is about 450 ft. long, 56 ft. draught, 6,000 tons register, and previously ran to Baltimore, Md. She has accommodation for 1,525 passengers.

On account of the close working arrangement between the C.P.R. and the Allan Line, it was reported from England that the latter's offices in Liverpool, were to be closed, during June, and the staff accommodated in the C.P.R. offices there. G. M. Bosworth, Vice President, C.P.R., was in England during June, when it was stated he dealt with the matter. The constantly recurring reports as to the absorption of the Allan Line by the C.P.R. have been previously dealt with in Canadian Railway and Marine World.

Maritime Provinces and Newfoundland.

The Dominion Government has included in the estimates for this year \$20,000 for dredging in Charlottetown harbor, P.E.I.

Work on the ferry wharf at Cardigan, P.E.I., for which \$10,000 was recently appropriated by the Dominion Parliament, consists of the reconstruction of the present wharf, 315 ft. long, an extension of 40 ft., pier head 70 ft., and guide piers 90 ft.

Following are the officers and directors of the Miramichi Steam Navigation Co. for the current year,—President, Hon. J. P. Eurchill; Vice President, J. D. Creaghan; other directors, R. Murray, John McDonald, W. B. Snowball, R. A. Snowball and J. D. B. F. McKenzie; Secretary-Treasurer and Manager, H. B. McDonald.

In connection with the recent revote in the Dominion Parliament of \$24,000 for the construction of two piers at North Lake, P.E.I., the Minister of Public Works stated that delay had occurred in the carrying out of the work owing to the local farmers declining to grant the Government the usual releases from claims for possible damage to land.

Two steamships, especially built and equipped for the coal trade, have been ordered in Sunderland, Eng., for charter, under a 10 year agreement, to the Dominion

Coal Co. They will be of the single deck type and built on the Isherwood system, with wing ballast tanks. Their dimensions will be, length 450 ft., breadth 58 ft., depth, moulded 33½ ft., and they will carry 11,000 tons on a 25 ft. draught.

The Marine Department announces that while the work on the extension of the Souris East breakwater, P.E.I., is in progress the portable light lantern on a pole at the outer end of the new work is liable to be extinguished or carried away by heavy seas, thus leaving the new work unguarded. All care will be taken to keep a continuous light, but mariners are cautioned to use care in entering at night.

The Dominion Government lightship 13, intended for service at Halifax, N.S., which was wrecked recently off the mouth of Liscomb harbor, about 120 miles east of Halifax, was built at Paisley, Scotland, and left the Clyde, Apr. 29, arriving at St. John's, Nfld., May 17, for coal. She left St. John's, May 19, and was expected to arrive at Halifax, May 22. None of the crew of 22 appears to have been saved, and little, if any knowledge, has been obtained as to the loss, which falls on the builders, who contracted to deliver the vessel at Halifax. She was built of steel throughout, classed 100 A1 at Lloyd's, and was of the following dimensions:—length over all, 135 ft. 9 ins.; length on water line, 114 ft.; beam moulded, 29 ft.; depth moulded, 14 ft. 8 ins.; draught, 12 ft. 9 ins.

At the usual monthly meeting of the St. John Board of Trade, June 1, the Secretary reported on the recent visit of C.P.R. officials to the port, and mentioned requests made by them as to betterment of accommodation there. They asked that the C.P.R. be allotted berths 2, 3 and 6, with 1, and its extension down the harbor, numbered 15, that the city keep all craft clear of the fairway approaching these wharves, and that the potato sheds on the so called C.P.R. wharves be made in fit condition for cargo, that the berths at West St. John be sounded for depths and a report sent to the C.P.R. Marine Superintendent at Montreal, that no craft be placed on the angle facing between berths 6 and 7 so that they may be kept clear at all times, and that all harbor tolls and other charges be made equivalent to those made at Halifax.

Province of Quebec Marine.

The curator of the Northern Transport Co., Montreal, insolvent, declared a first and final dividend recently, payable June 22.

J. B. E. Letellier, one of the Quebec Harbor Commissioners, is suing the Montreal Star for \$10,000 damages for alleged libel, in connection with the purchase of ties, etc., for the Commission.

Capt. T. Bourassa, heretofore assistant harbor master, has been appointed harbor master, Montreal, vice Capt. L. A. Demers, reappointed Dominion Wreck Commissioner.

It is reported that during July a self contained grain barge will arrive at Quebec from Great Britain, for use in the harbor in loading grain on regular ocean going passenger vessels, without necessitating them leaving their berths.

The Quebec Harbor Commission dredge 551, which has been built in Great Britain, arrived at Quebec, June 12, having crossed the ocean under her own steam. The dredge is of the bucket type and is capable of removing 1,000 tons of material an hour.

From the commencement of navigation to June 16, 16,790,961 bush. of grain were received in store at the Montreal Harbor Commissioners' elevators. Of this about 14,000,000 bush. arrived by the water route and the balance by rail.

Capt. T. Bourassa, heretofore deputy harbor master, has been appointed harbor master, at Montreal, vice Capt. L. A. Demers, reappointed Dominion Wreck Commissioner. Capt. Symons, Lieutenant R. N. R., has been appointed deputy harbor master.

Canada Steamship Lines' new ferry steamboat for the Montreal-Longueuil service is expected to be ready for service towards the end of July. She is an iron vessel, 170 ft. long and 43 ft. broad over guards. She will have passenger accommodation for about 1,000.

Canada Steamship Lines s.s. Berthier was burned, and sank at her moorings alongside Victoria Pier, Montreal, May 25. She was built at Sorel, Que., in 1870, and was paddle wheel driven by engine of 43 n.h.p. Her dimensions were, length 184.2 ft.,

Sault Ste. Marie Canals Traffic.

The following commerce passed through the Sault Ste. Marie Canals during May.

ARTICLES		CANADIAN CANAL	U. S. CANAL	TOTAL
Copper.....	Eastbound	Short tons 423	7,872	8,295
Grain.....	"	Bushels 7,816,880	5,307,940	13,124,820
Building stone.....	"	Short tons 216,350	1,044,552	1,260,902
Flour.....	"	Barrels 2,681,365	1,104,219	3,785,584
Iron ore.....	"	Short tons 2,200	2,128	4,328
Pig iron.....	"	" 2,439	67,926	70,365
Lumber.....	"	M. ft. b.m. 21,179,416	5,579,117	26,758,533
Silver ore.....	"	Short tons 10,890	38,852	49,742
Wheat.....	"	Bushels 427	500	927
General merchandise.....	"	Short tons 427	500	927
Passengers.....	"	Number 427	500	927
Coal, hard.....	Westbound	Short tons 59,641	189,053	248,694
Coal, soft.....	"	" 362,680	1,540,745	1,903,425
Flour.....	"	Barrels 367	367	367
Grain.....	"	Bushels 8,786	43,406	52,192
Manufactured iron.....	"	Short tons 29,064	200,845	229,909
Iron ore.....	"	Barrels 50,836	99,518	150,354
Salt.....	"	Short tons 748	313	1,061
General merchandise.....	"	Number 748	313	1,061
Passengers.....	"	Number 748	313	1,061
Summary.				
Vessel passages.....	Number	943	1,684	2,627
Registered tonnage.....	Net	2,467,707	3,288,196	5,755,893
Freight—Eastbound.....	Short tons	3,453,966	1,045,191	5,099,157
—Westbound.....	"	486,075	1,902,884	2,388,959
Total freight.....	"	3,940,041	3,548,075	7,488,116