

A port without a dry dock could not be considered as either 1st-class or a home port. The subsidies in sight are not sufficient, as in addition to the dock there is the necessary repair plant. The dock & plant would cost \$1,000,000. The dock at Esquimalt cost £180,000 without the repair plant. The Quebec & Halifax docks cost \$1,000,000 each. The dock he proposed for St. John would be 800 ft. long, sufficiently large to take in the largest vessel built & building, & to accommodate 2 average sized steamers at once. The matter might be taken up as a civic work by the city, the city taking the \$22,500 in subsidies. They might borrow the money at 3%, but as the subsidies are only for 20 years, where would they be after that? If it was decided that it was not advisable for the city to undertake the work, he believed he could, if given 9 or 12 months, form a company satisfactory to all concerned. He would ask of the city \$2,500 a year for 20 years, a free site & exemption from taxation. If he failed to form the Co. the city would incur no responsibility. The new Glasgow dock & plant took 7 years to build, but he thought the one he proposed at St. John could be finished in 5 years.

A resolution was adopted recommending the City Council to assist in promoting the project on the lines submitted by Mr. Robertson, which it decided to do by a vote of 12 to 20.

#### The Maritime Provinces.

The Kingsport Marine Slip Co. is having 40 feet built on to its slip.

Work on the new cradle for the Dartmouth Marine Railway is progressing rapidly.

The America, a vessel built for the Halifax Pilot Service, was launched Aug. 27. She is very staunchly built & gives promise of proving a fast sailer.

Capt. J. B. Sutherland has resigned his position as 1st officer of the Government steamer Lansdowne & has gone to St. Thomas, W. I., to take charge of the Halifax steamer Hazel-dene.

The Dominion Atlantic Ry. Co.'s steamer, Prince Rupert, collided with & sunk the Digby packet, Silver Cloud, in the Bay of Fundy, Aug. 24, during a thick fog. The crew was saved.

The contract for the steamer to succeed the Stanley in the winter service between P.E.I. & the Mainland had not been awarded up to Sept. 14. It is said the vessel will be built by Gourlay Bros. & Co., of Dundee, Scotland. (July, pg. 131; August, pg. 162.)

Notice is given of application for incorporation, under the New Brunswick Joint Stock Co.'s Act, of the Steamship Pharsalia Co., with a capital of \$200,000, for the purpose of owning & sailing a British steamer, the Pharsalia. The applicants are: R. & P. W. Thomson, Rothesay, N.B.; J. H. Thomson; W. W. Turnbull; J. K. Dunlop, St. John, N.B.; & C. De W. Smith, Windsor, N.S.

At the last session of the Dominion Parliament \$50,000 was voted as a subsidy to any Atlantic steamship company which would run a vessel to Charlottetown & have cold storage compartments for the carrying of perishable goods. Arrangements have been concluded with the Beaver Line, & the steamer Lake Winnipeg has been fitted up with mechanical cold storage, & now calls at Charlottetown on her way to and from Montreal.

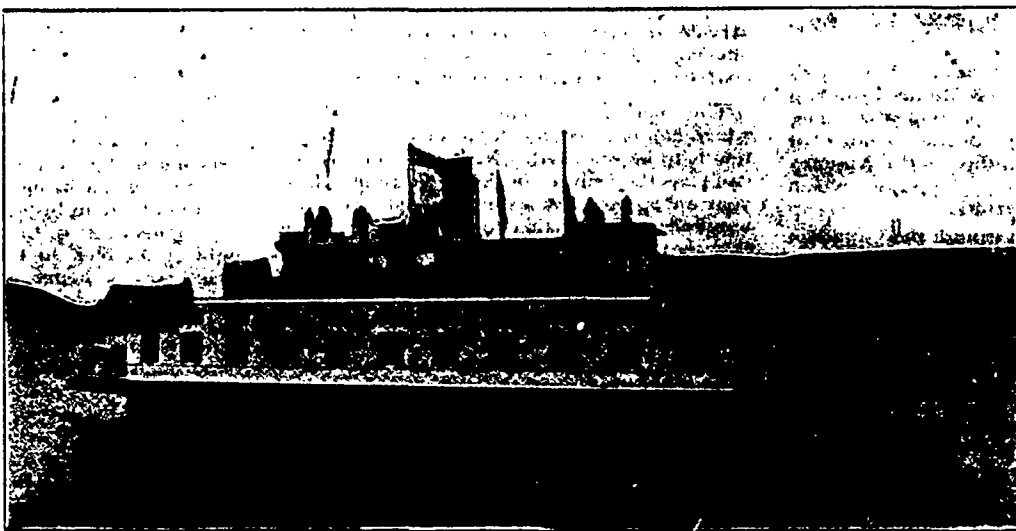
The Steamship Leuctra Co. has been incorporated under the N.B. Joint Stock Co.'s Act,

Annapolis, which towed a scow load of excursionists to Digby recently, & the tug Marine of Yarmouth for carrying passengers on the harbor, are in trouble. The maximum fine is \$500 for both masters & owners, & 2 years imprisonment for the master in the latter case & a maximum fine of \$200 for towing an unlicensed scow, barge or boat. It is said prosecutions will follow all over the Dominion where the law has been violated & the lives of passengers, ignorant of the danger they were running, jeopardized.

The Clyde-built ferry boat Chebucto, of which an illustration is given on this page, was put on the route between Halifax & Dartmouth Aug. 28. On Sept. 29 she crashed into her dock at Halifax with terrific force. She had been allowed to hold her headway too long, & when the propeller was started to work astern it was too late & she crashed into the wharf with great force, damaging it considerably. Some of the passengers were thrown violently to the deck. The Chebucto is very hard to dock & has to be stopped a great distance from the dock. The paddle boats, on the other hand, can be run at full speed to within a few yards of the dock & be easily stopped, as the large side wheels make sufficient drag to stop the boat even without being turned astern. The Chebucto's propellers were not able to stop her for some time after being reversed. The ferry wharf is badly damaged.

The Yarmouth S. Co.'s steamer Express, running between Halifax & Yarmouth, N. S., struck on the rocks off Port Latour in a fog, Sep. 16. She soon filled & settled down. The passengers & crew were taken ashore in small boats. The Express was a steel paddle steamer of 88 tons net, 381 tons gross. She was built at King-

horn in 1892 & hailed from Lancaster. She was 202 ft. long, 24 ft. broad & 10 ft. deep. She had engines of 200 horse power. Her 1st owners were the Morecambe Steamboat Co. of Morecambe, Lancaster. She was purchased early this year by the Yarmouth Steamship Co., was brought across the Atlantic, & arrived at Yarmouth from the other side in June, taking the place of the City of St. John on the South Shore route. She was commanded by Capt. Harding & carried a crew of 32 men. A full description of her appeared in our July issue, pg. 135.



THE HALIFAX-DARTMOUTH FERRY BOAT CHEBUCTO.

with a capital of \$160,000, for the purpose of owning a British steamer, the Leuctra. The incorporators are: R. & P. W. Thompson, J. M. Robinson & W. M. McKay, Rothesay, N.B.; J. H. Thomson, W. W. Turnbull, W. H. Murray & R. T. Leavitt, St. John, N.B.; J. B. North, Hantsport, N.S.; J. M. Smith, Windsor, N.S.; & J. De W. Chipman, St. Stephen, N.B.

Steps are being taken to prevent unlicensed tugs carrying passenger, or towing unlicensed scows with passengers. The tug Pinafore, of

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