

comparatively small, but of irregular shape.

When the patching was complete, it was found that the anchors and hawsers were not heavy enough and that the tug could not move the vessel. The British Columbia Salvage Co.'s tug William Joliffe was accordingly sent for. Heavier anchors were laid out and when the sliding ways were ready the tugs made another attempt to pull the ship off, which was ineffectual, and a third pull was taken at midnight, Sept. 2, when the tide was highest, and the steamer moved about 60 ft., and at noon the following day another haul was made and she slid into deep water, the pumps keeping her afloat. The wreck was towed to Juneau and thence to Esquimalt, making but little water during the long tow from the north. Within 30 hours after the wreck was floated, one of the heaviest gales of the season occurred and had she been out on the reef at the time it would probably have pounded her to pieces. That there was no break in the hull speaks well for her construction. The floating was the thirty-second successful salvage job completed by Capt. Logan.—Marine Review.

#### Vessels Removed from the Register.

The following vessels were removed from the register, during Aug. and Sept. for the reasons assigned:—Steam,—Dama Quebec 37 tons, broken up; J. L. Murphy, Ottawa, 109 tons, broken up; Plateau, St. John, N.B., 2,044 tons, sold to foreigners; Pydna, St. John, N. B., 1,854 tons, sold to foreigners; Relief, Quebec, 193 tons, converted into a sailing vessel; Two Brothers, Quebec, 9 tons, broken up. Sailing,—Barcelona, Lunenburg, N.S., 99 tons, stranded; Bear River, Digby, N.S., 38 tons, lost at sea; Brilliant Star, Sydney, N.S., 32 tons, broken up; Calcium, Parrsboro, N. S., 687 tons, abandoned at sea; Electric Light, Digby, N.S., 34 tons, broken up; Fanny, Digby, N.S., 7 tons, broken up; Franklin King, Charlottetown, P.E.I., 27 tons, wrecked; G. M. Dutcher, Digby, N. S., 32 tons, sold to foreigners; La France, Lunenburg, N.S., 89 tons, stranded; Lizzie Jane, Digby, N.S. 18 tons, broken up; Lumen Diei Arichat, N. S., 20 tons, broken up; Mabel T., Weymouth, N.S., 13 tons, stranded; Marie Clarisse, Quebec, 21 tons, out of existence; Marie du Sacre Cœur, Quebec, 46 tons, out of existence; Morelight, Halifax, N.S., 52 tons, broken up; Nonpareil, Lunenburg, N.S., 88 tons, wrecked; Norman B., Digby, N.S., 20 tons, broken up; Ponhook, Liverpool, N.S., 199 tons, transferred to Barbadoes; T. W. S. Greser, Digby, N.S., 30 tons, out of existence; Twilight, Digby, N. S. 14 tons, lost; Union, Arichat, N.S., 77 tons, lost; W. D. Bickford, Digby, N.S., 44 tons, out of existence; Wave, Digby, N.S., 11 tons, broken up.

#### Notices to Mariners.

The Department of Marine has issued the following:—

96. Sept. 21.—255. Quebec, Gulf of St. Lawrence, Harrington Islands, Harrington harbor, buoys established. 256. Quebec, River St. Lawrence, survey steamer at work in vicinity of Father Point and Bicquette island, caution.

97. Sept. 22.—257. New Brunswick, south coast, Bay of Fundy, Bliss island, position of lighthouse. 258. Nova Scotia, Cape Breton island, south coast, off entrance to Louisburg harbor, change in sounding of submarine bell eastward of Harbor shoal. 259. Prince Edward Island, north coast, Cascumpecque harbor, Alberton range lights, additional information. 260. Newfoundland, east coast, Trinity bay, Old Perlican island, lighthouse established. 261. Newfoundland, Bay of Exploits, Grassy island, and Lower Sandy point, lights established.

98. Sept. 23.—262. Ontario, Georgian Bay,

east side, Waubaushene, range lights established. 263. Manitoba, Lake Winnipeg, mouth of Red River, front range lighthouse destroyed by storm, temporary light established.

99. Sept. 26.—264. Quebec, Gulf of St. Lawrence, Great Mekattina island, Treble Hill island, Flat island, and Murr islands and rocks, corrected positions. 265. Quebec, River St. Lawrence, Beaujeu bank, gas buoy moved on account of dredging operations. 266. Quebec, River St. Lawrence, ship channel off St. Thomas de Montmagny, gas buoy moved. 267. Quebec, River St. Lawrence, above St. Thomas de Montmagny, gas buoys used for dredging purposes moved. 268. Quebec, River St. Lawrence, ship channel between Quebec and Montreal, below Cap Charles, Grande Pointe shoal, buoy discontinued.

100. Sept. 29.—269. New Brunswick, Bay of Fundy, Passamaquoddy bay, Cherry island, characteristic of fog bell. 270. New Brunswick, east coast, Miramichi bay, Preston beach, life-saving station established. 271. Prince Edward Island, south coast, Hillsborough bay, Charlottetown harbor, position of Brighton beach range lights. 272. St. Pierre Island, Galantry head, fog signal reported irregular.

101. Oct. 1.—273. Nova Scotia, south coast, Port Mouton, channel dredged to public wharf in harbor, buoys established.

102. Oct. 4.—274. Quebec, Ottawa River, Way shoal light discontinued. 275. Ontario, Lake Ontario, off mouth of Niagara River, gas and bell buoy adrift. 276. Ontario, River St. Mary, Sault Ste. Marie Canadian canal, daymarks at upper entrance range light-shoals.

103. Oct. 11.—277. Quebec, Gulf of St. Lawrence, Magdalen islands, Grand Entry harbor, range light established. 278. Newfoundland, southwest coast, Port Basque, Channel head, characteristic of fog alarm. 279. Newfoundland, west coast, St. John bay, shoals discovered.

104. Oct. 13.—280. British Columbia, Burrard Inlet, English bay, False Creek, lights established. 281. British Columbia, Burrard Inlet, Second narrows, beacon destroyed.

#### Atlantic and Pacific Ocean Marine.

The Canada Atlantic and Plant Line s.s. A. W. Perry, became disabled during a storm off Halifax Harbor, Oct. 2, and had to put back to Halifax, where she was overhauled.

The Quebec Steamship Co. and the Royal Mail Steam Packet Co. have agreed on a joint service between New York and Bermuda.

Capt. Dugge, of the Canada Line's s.s. Prinz Adalbert, was fined \$20 on each of six charges, to which he had pleaded guilty of neglecting to report cases of sickness on board his vessel at Quebec.

The Minister of Marine, accompanied by a number of shipowners and those interested in the navigation of the St. Lawrence, inspected the improvements and works in progress in the river, Oct. 6.

The Thomson Line is reported to have decided to make a number of improvements in its steamship service between Canada and Europe, next year. It is stated that the passenger accommodation on its vessels will be increased, and a more frequent service with Italy will be given.

Furness Withy and Co.'s s.s. Ulunda, which has been calling at St. John's, Nfld., for some years, is reported to have been sold to a Greek firm for operation in the Mediterranean. The s.s. Durango has taken the place of the Ulunda, and will run between St. John's, Halifax, and Liverpool, Eng.

Officials of the White Star-Dominion Line were reported to have visited Halifax early in Sept. for the inspection of the railway terminal facilities there in connection with the arrangement, whereby the steamships Laurentic and Megantic are to call there weekly for two months and fortnightly thereafter during the winter season.

The C.P.R. s.s. Montcalm, which was in collision with the s.s. Kronprinz Olav recently, was arrested at the instance of J. Bryde, owner of the Kronprinz

Olav, which is chartered to the Dominion Coal Co., on a claim of \$15,000 for damage sustained. A bond was given for the amount and the Montcalm sailed for Avonmouth, Eng.

Press reports from Ottawa state that the Government will probably, at an early date, call for tenders on an increased subsidy, for an improved service with the West Indies, to implement the recent report of the Royal Commission on trade relations between Canada and the West Indies. It is also stated that with a faster service than at present, the West Indies mail to Great Britain will probably come through Canada.

It is reported that the Department of Marine has decided not to hold an enquiry into the causes of the recent grounding of the s.s. Manchester Engineer on the south shore of Belle Isle, as there is no question of an officer of the vessel having shown carelessness in navigation. In the act regulating these enquiries, it is provided that only when there is ground for believing that carelessness on the part of an officer of the ship has been the cause of a disaster shall it be incumbent on the Department to hold an enquiry.

The Dominion Government subsidy of \$15,000, granted to the C.P.R. for the winter service between St. John, N.B., and London, Eng., has been renewed for a year.

#### Maritime Provinces and Newfoundland.

The St. John, N.B., ferry committee is negotiating for the purchase of a second hand ferry boat in New York.

G. S. Mayes, of St. John, N.B., has recovered from the Dominion Government \$9,750 under several dredging contracts.

The Department of Public Works received tenders during Oct. for the construction of a breakwater at Great Salmon River, N.B.: a wharf at Barrington Cove, N.S., and a breakwater at New Edinburgh, N.S.

The Newcastle Steamboat Co., Ltd., has been incorporated under the New Brunswick Companies Act, with a capital of \$19,000, and office at Newcastle, to carry on a general steamboat and coal business. The provisional directors are P. Hennessy, D. Morrison, J. Ferguson, G. Stables, P. W. Dixon and others.

The Red Cross Line's s.s. Rosalind, which has been operated by the Black Diamond Steamship Co., between St. John's and Montreal during the summer months, has returned to the Halifax and New York route, making fortnightly trips, alternately with the s.s. Florizel.

Writs have been issued against the Dominion Coal Co.'s s.s. Bonavista, by the owners of the barges Ernest and Aurora Boreale, for \$280 and \$150, respectively, for damages alleged to have been sustained, by the Bonavista colliding with them when entering her berth at Montreal.

An Imperial order-in-council has been issued declaring that certificates of competency granted by Newfoundland to persons intending to act as engineers on British ships, in addition to those granted to masters and mates, shall be on the same force as if they had been granted under the Merchant Shipping Act.

The Menzies Construction Co., Ltd., has been incorporated under the New Brunswick Companies Act, with a capital of \$49,000 and office at Prince of Wales, Musquash co., to carry on a general construction business, and to build, own and operate steam and other vessels. The provisional directors are G. C. Carman, C. Nevins, H. M. Hopper, C.