

Carillon and Grenville canal wharf	4,600
Chamby canal, improvements, etc.	4,655
Colbute canal, dredging	461
Lachine canal, rebuilding locks, etc.	12,400
Rideau canal, rebuilding bridge	1,200
St. Ours lock, new gates	1,440
St. Peter's canal, dredging	400
Soulanges canal, improvements	1,970
Trent canal, improvements and plant	4,900
Welland canal, improvements	24,000
Nova Scotia, repairs to wharves, dredging, etc., at 72 points	134,800
Prince Edward Island, repairs to wharves, dredging, etc., at 12 points	12,250
New Brunswick, repairs to wharves, dredging, etc., at 19 points	34,190
Harbors and rivers, Maritime Provinces generally	4,000
Quebec, repairs to wharves, dredging, etc., at 87 points	135,660
Ontario, repairs to wharves, dredging, etc., at 51 points	129,510
Manitoba, repairs to wharves, dredging, etc., at 7 points	6,900
Northwest Territories, harbors and rivers generally	1,000
British Columbia, repairs to wharves, dredging, etc., at 16 points	20,700
Yukon Territory, improvements	3,000
Harbors and rivers generally	1,700
Dredging—	
Maritime Provinces	23,000
Quebec and Ontario	19,000
Manitoba	4,000
British Columbia	7,000
General	1,000
Dredging plant—repairs	2,600
New hydraulic dredge for Maritime Provinces	10,000
New dredge for P.E.I.	5,000
Self-propelling snag boat for Manitoba	15,000
New tug for dredge Manitoba	2,000
Replacing snag boat and dredge, B.C.	4,100
New tug and two hopper scoops, B.C.	2,000
Dredging plant generally	7,200
Ocean and river service, including \$250,000 for maintenance and repairs to Government steamers	12,000
Lighthouse and coast service, including \$502,000 for construction of lighthouses and aids to navigation	325,400
Scientific institutions and hydrographic surveys	1,241,000
Marine hospitals	145,003
Steamboat inspection	53,000
Mail subsidies and steamship subventions, including \$200,000 for ocean and mail service between Canada and Great Britain	37,700
	556,337

These various amounts were voted under the head of the Department of Railways and Canals, Department of Public Works, and Department of Trade and Commerce.

Notices to Mariners.

The following notices to mariners have been issued by the Department of Marine:—

No. 49. June 25.—Ontario—134. Chart eastern part of Lake Huron, from St. Clair River to Goderich. 135. Lake Ontario, Toronto harbor approach, western channel, caution.

No. 50. June 25.—British Columbia—139. A list of buoys, beacons and day marks on the Pacific coast, corrected to Mar. 1, 1904, has been issued by the Department and may be obtained free on application.

No. 51. July 2.—New Brunswick—141. River St. John, the Cedars, lighthouse established.

No. 52. July 2.—British Columbia—144. Queen Charlotte Sound, non-existence of Sun rock.

No. 53. July 6.—Ontario—146. A preliminary photo-lithograph chart of the channel between Fort William and Pigeon Bay, Lake Superior, Ont., prepared from the hydrographic survey made by W. J. Stewart in 1903, has been published by the Government.

Lake Winnipeg—147. A chart of that portion of Lake Winnipeg extending from Bernes River northward to Nelson River, prepared by F. Anderson, has been issued by the Government.

No. 54. July 7. North Atlantic Ocean—148. Beacons moored temporarily to the eastward of Cape Bauld, caution. 149. St. Pierre bank, derelict.

No. 56. July 9.—Nova Scotia—154. Bay of Fundy, Spencer Island, lighthouse established.

The following have been issued by the U.S. Hydrographic Department:

No. 27. July 2.—Lake Superior—957. Outer Pancake Shoal, correction.

No. 28. July 9.—Lake Erie—980. Toledo harbor light station, change in characteristic of fog signal.

No. 29. July 16.—Vermont—1044. Lake Champlain, Jumper Island reef, buoy established.

Maritime Provinces and Newfoundland.

Jas. Holly & Sons, St. John, N.B., have purchased the tug *Serena E.*, from R. A. Estey, of Fredericton, N.B.

The Dominion Atlantic Ry. has placed its str. *Prince Arthur* on a run from Halifax to New York, calling each way at Yarmouth, N.S.

Lantalum & Co., St. John, N.B., have bought the barque *J. H. Bowers*, 655 tons, from Boston owners, and she has been put on the marine railway at Metaghan, N.S., for repairs.

The Venezuelan Government has paid \$5,000, through the British Foreign Office, for the illegal detention of the *Shelbourne*, N.S., schooner, *Harry Troop*, in the Orinoco River for four months during some revolutionary proceedings in that South American republic.

A tug has been completed for A. Dickie, for towing purposes on the Labrador coast. She has been named the *Laura*; her dimensions being: length, 60 ft; breadth, 15 ft; depth, 8 ft. The hull was built at Ship Harbor, and her engines in Nova Scotia. She is expected to make 14 knots an hour.

A new pier 750 by 50 ft. is under construction for the Dominion Government at Halifax, N.S. When the work is completed it will join together piers 8 and 9, thus giving a width of 125 ft. for some distance from the shore and 90 ft. for the remainder of the distance. A shed 650 by 50 ft. wide and 30 ft. high will be constructed on the pier.

An order has been granted in the Nova Scotia courts prohibiting the transfer of 4,500 shares of the stock of the Canada Atlantic and Plant Line Steamship Co. to pay for an option on the str. *Cymbria* of Bangor, Me., which it was intended to purchase for the Bras d'Or Lakes route. The order was made on the application of A. W. Perry of Boston, Mass.

The repairs made to the str. *Cape Breton*, on her arrival at Sydney, N.S., after her collision with the *Canada* off Sorel, Que., June 12, included the reconstruction of the stern from the forefoot to the main deck, the straightening and replacing of a number of stanchions and angle irons, and the re-rolling and replacing of bent plates together with a number of new plates.

The str. *Erik*, chartered by the Dominion Government to take supplies and mail to the str. *Neptune* now on exploration and fishery protection work in Hudson's Bay, sailed from Halifax July 14. The first point made will be Port Burwell, on Hudson's Strait, where it is hoped to meet the *Neptune* or to obtain news as to her probable location. If nothing is heard the *Erik* will proceed to the bay.

The str. *Mary Hough*, which was recently brought out from England by Bowring Bros., (Ltd) St. Johns, Nfld., and placed on a route on the Newfoundland coast, ran ashore near Cape Ray, June 28, and has become a total wreck. The str. *Restigouche* has been chartered from the North American Transportation Co. to take the place of the wrecked steamer. On July 4 there was launched at Port Glasgow, Scotland, a new steamer, 205 ft. long, for Bowring Bros., for this service, and a second steamer of similar size is on the stocks.

Province of Quebec Shipping.

The St. Lawrence and Chicago Navigation Co. paid a dividend of 5% July 2.

The exploration str. *Gauss*, recently purchased by the Government in Germany, is being overhauled and refitted at Quebec. She has been renamed the *Arctic* and will start for the Arctic ocean on an early date.

E. J. Walsh has been instructed by the Minister of Railways and Canals, to make an examination of the various sites proposed for the new high level basin at the upper end of Montreal harbor, and to report as to the probable cost of the proposed basin.

Work has been started by Lyall & Sons on the first group of the 14 sheds to be erected on the wharves at Montreal for the Harbor Commission. The sheds now under construction are to be situated at the foot of St. Peter St. where the sheds hitherto used by the Allan Line stood.

The laying down of cables in the St. Lawrence near Sorel, to which reference was made in our July issue, is in connection with a plan invented by L. Herdt, for the purpose of keeping vessels in the channel when passing up and down the river. The device is an electrical one and it is intended that steamers shall be kept in touch with the cables during their passage.

The R. and O. N. Co.'s str. *Carolina*, which went ashore in 1903, in the Saguenay river, was rebuilt and completely refitted at the company's yard, Sorel, this season and on July 2 was turned over to the operating department. Within a week she again ran on the rocks, this time on the St. Alphonse rocks near the entrance to the Saguenay river and sank. The passengers were all rescued.

The investigation by the Department of Marine into the circumstances attending the collision between the *Black Diamond* Line str. *Cape Breton*, and the R. and O. N. Co.'s str. *Canada*, by which the latter was sunk, with the loss of five lives, off Sorel, June 12, has been fixed for Aug. 18. On July 5 the R. and O. N. Co. libelled the *Cape Breton* for \$150,000 damages for the loss of the *Canada*. The necessary security was furnished and the *Cape Breton* was released.

Replying to a question in the Senate recently, the Government leader stated that it was the Government's intention to build two ice-breaker vessels, and that tenders had been called for, but that Canadian firms had not been asked to bid. Canadian firms had been communicated with about the vessels and it was found that they could not have the steamers ready in time. These two steamers were intended for the St. Lawrence and one was to be ready by Sept. 1. It was the intention of the Government to build ice-breakers for the great lakes and these would be built in Canada.

Ontario and the Great Lakes.

The Lake Ontario Navigation Co., an extra-provincial company, which owns the str. *Argyle*, has been granted a license in Ontario.

The ferry str. *Thomas Fawcett*, built by the Bertram Engine Works Co., Toronto, for the Wolfe Island council, has been placed on her route.

The Brennan Lumber Co.'s tug *Hazard*, which trades on Spanish River and Georgian Bay, is being re-boilered, re-engined and generally overhauled.

The Wolverine Fish Co. has chartered the tug *G. A. Hodgson*, of Warton, to replace the burned str. *Joe Milton*, pending a more suitable vessel being obtained.

The Parry Sound yachting fleet's str. *Edna* was damaged to the extent of \$2,000 by a fire which broke out whilst she was lying at her dock at Parry Sound, Ont., July 13.