

don their coasting laws it will be time enough for us to abandon ours."

**Notices to Mariners.**

The Department of Marine has issued the following notices :

No. 39, June 25, 1901—New Brunswick. Buoys off Heron Island.

No. 40, June 26—British Columbia. Currents in the Straits of Juan de Fuca.

No. 41, June 28—New Brunswick—1. Miramichi Bay, lightship. 2. Gagetown, light-house re-erected.

No. 42, July 1—British Columbia—1. Dorcas rock, Ballinac channel. 2. Northwest bay, hydrographic notes.

No. 43, July 2—Canadian list of lights and fog signals. New edition. A list of all the lights and fog signals in the Dominion of Canada, corrected to April 1, 1901, has just been published. Copies will be supplied to mariners free on application. Quebec—2, removal of wreck from River St. Lawrence ; 3, Quebec bridge, false work.

No. 44, July 3—Ontario. Improvement in Foot's dock, increase in strength of light.

No. 45, July 3—Nova Scotia—1. Buoys in the approach to Liscombe harbor, Newfoundland ; 2. Western Bay Point, light and fog alarm. 3. International code signals at Newfoundland, light stations.

No. 46, July 5—Ontario—1. Wreck of the Specular. 2. Survey buoys placed temporarily in St. Lawrence river.

No. 47, July 8—Nova Scotia. Victoria beach lighthouse.

No. 48, July 22—Ontario. Southeast shoal lightship. A lightship established and maintained by the Lake Carriers' Association, has been moored in 38 ft. water, one mile southeastwardly from the southern extremity of the Southeast shoal, Pelee passage, Lake Erie.

**Maritime Provinces Shipping.**

The Minas Basin Steamship Co. (Ltd.) has been incorporated under the Dominion Companies Act, with a capital of \$25,000, to carry on a general shipping business.

The new wharf at Leursport (Burnt Bay), Newfoundland, extends 710 feet from the shore ; is fitted with railway sidings, and has a storage capacity of 40,000,000 ft. of lumber.

The Colchester Steamship Co. (Ltd.) has been given a Dominion Charter to operate steam or sailing vessels between Canadian, British or foreign ports. The capital is fixed at \$80,000.

The Bras d'Or Steamboat Co.'s str. Weymouth was fitted with two new boilers, and other machinery, and was otherwise improved before she was put on the North Shore route this season.

The Collin's Bay Wrecking Co.'s tug Petrel, which was sunk on going to the rescue of the str. Assyrian off the coast of Newfoundland, has been raised and taken to St. John's, Nfld., for repairs.

Twenty-eight new schooners have been added to the register at Lunenburg, N.S., this season, 26 of which were built at that port. Twelve more are under contract for launching this season.

The Halifax Shipbuilding Commission is about to circulate a statement showing the advantages of Halifax as a site for a yard, and to ask the Provincial Government to receive a delegation to discuss the question.

The Wabana Steamship Co. (Ltd.) has placed the str. Greyhound in service between Bell Island and Killigrews, via Portland Cove, making three trips daily. She will also make one trip a week each way between Bell Island and St. John's, Nfld.

The Fredericton and Woodstock Steamboat Co. (Ltd.) has been organized as follows : President, J. S. Neill ; Secretary-Treas., H. C. Grant ; other directors, D. Gilman, M. B. McNally, J. G. Rogers, W. Fisher, and F. R. Brooks. It is proposed to build a steamer to ply between Fredericton and Woodstock.

A wreck chart showing the number of wrecks that have taken place in and around Cape Race has been prepared by the Department of Marine and Fisheries of Newfoundland. It is estimated that hundreds of lives have been lost, and that \$20,000,000 of property has been destroyed along the coast during the 40 years under review.

**Province of Quebec Shipping.**

Up to July 1, 252 vessels representing 494,000 tons, arrived in the port of Montreal from the sea.

Robert Reford, shipping agent, of Montreal, has been elected to the Montreal Harbor Commission, in succession to the late Andrew Allan.

The contract for a steel steamer to replace the Druid in the Quebec service of the department of Marine and Fisheries, has been awarded to Fleming & Fraser, of Paisley, Scotland. The price is \$110,960. (May, pg. 151.)

The Quebec Harbor Amendment Act of last session, guaranteeing the bonds of the Great Northern Ry. Co. for increased elevator facilities at the port, came into force on July 24 by proclamation.

It is reported that Col. McNaught, Vice-President of the Great Northern Ry. of Canada, is in Paris for the purpose of establishing a winter ocean steamship service between Quebec and Europe. The proposal is to use vessels of the style of the Russian ice-breaker Ermak.

It is reported that a marine railway is to be constructed for the use of the R. & O.N. Co.'s boats at Sorel. The cost will be about \$100,000 and the Co. will ask the town to grant a bonus. In the event of the town declining to grant a bonus it reported that the Co.'s repair shops will be removed to Quebec.

The Imperial Hydrographic Survey has had a survey made by Staff-Captain W. Maxwell, of the two navigable channels of the St. Lawrence below Quebec. The report on this, just issued, sums up in favor of the north channel as possessing greater breadth, deeper water, and the utmost freedom from danger.

The Hamburg-American Packet Co. recently sought to recover from the Dominion Government damages for injuries to its str. Arabia, received owing, as alleged, to the Government not maintaining a depth of 27½ ft. of water at Sorel, as shown by the gauge there. Justice Burbidge in the Exchequer Court decided that the Government was in no wise responsible for the accident. The case was dismissed with costs.

Sir Wilfrid Laurier, at a recent meeting with the Quebec Harbor Commissioners, heard their views on the question of improving the St. Lawrence from Quebec to the sea, and in reply informed the Commissioners that the improvements asked for in the memorial presented to the Government in April last would be carried out next season. The improvements proposed include the laying down of more gas buoys, the substitution of occulting for fixed lights, the dredging and straightening of certain channels, the erection of piers, and the placing of steam sirens instead of fog guns at different points. The Deputy Minister of Marine, who accompanied the Premier, stated that most of the improvements were already in progress. The question of the north channel was also brought up,

when he stated that nothing definite on this head could be agreed to until the survey now proceeding had been completed.

The Polson Iron Works, of Toronto, are building a large dredge for the Dominion Government for use on the lower reaches of the St. Lawrence. The work on the hull, which is of steel, is so far advanced that the launching will take place early in Aug. The dimensions of the dredge are: length, 160 ft.; breadth, 42 ft., and she will draw 12 ft. 6 in. There is a well in the centre through which the suction pipe will be handled. This pipe can be dropped 70 ft., if necessary, and will be hauled up into the well when the dredge is moved from place to place. The machinery will be driven by a triple expansion engine with cylinders 20, 31 and 50 ins. diameter by 25 ins. stroke, to which steam will be supplied by four locomotive boilers 6 ft. in diameter and 25 ft. in length. The engine will be capable of developing 1,200 horse-power. The pipe will be operated by a centrifugal pump having a suction of 36 ins. and will be capable of discharging 2,000 cubic yards of material an hour. In the estimates for the current year the Dominion Parliament voted \$250,000 for the dredge.

**Ontario and the Great Lakes.**

The Booth Co. is reported to be arranging to have a steamer for the Lake Superior south shore route built next year.

Engineers Chapleau and Dufresne are making a survey of the St. Lawrence between Kingston and Prescott with the str. Jessie Bain.

It is proposed to establish a daily service on the Rideau next season between Kingston and Ottawa, for which another steamer is to be built.

George Batten, river pilot of the R. and O. Navigation Co., recently piloted three vessels, each drawing 14 ft. 6 in., from Kingston to Montreal.

The steamer Lakefield, of the Algoma Central S.S. Line, is in dry dock at Detroit undergoing repairs, having collided with a pier in the Welland Canal.

There has been placed on the Buffalo-Crystal Beach, Ont., passenger route a steamer which was formerly in service as a car ferry between Cleveland and Euclid.

The customs authorities have declined to permit the use of U.S. tugs, as asked for by a deputation from Sarnia, for the purpose of towing logs from Spanish River.

The Algoma Central S.S. Line's str. Ossifrage has been taken off the north shore route, and is entirely engaged in carrying freight and passengers between the "Soo" and Windsor.

Geo. Chambers, of Toronto, is having built at Chicago a steel pleasure steamer, 180 ft. long, and 25 ft. beam. She will have four tenders equipped with gasoline motors.

During June 4,519,075 tons of freight passed through the Sault Ste. Marie canals, of which 1,235,055 passed through the Canadian canal, 986,489 being east bound, and 248,566 west bound.

The steam-tug C. A. Ranney, belonging to Captain R. Boyter, of Little Current, has been wrecked in the channel there by a boom of logs. The tug was 60 ft. long and was valued at \$1,000.

Extensive harbor improvements are being carried out at Port Burwell. Two jetties are being built, and dredging is being carried on with a view of admitting vessels drawing 18 ft. of water.

The Toronto City Council is considering a proposal to renew the Toronto Ferry Co.'s lease at Hanlan's point for 21 years at \$500 a year and taxes. The Co.'s improvements are assessed at \$100,000.