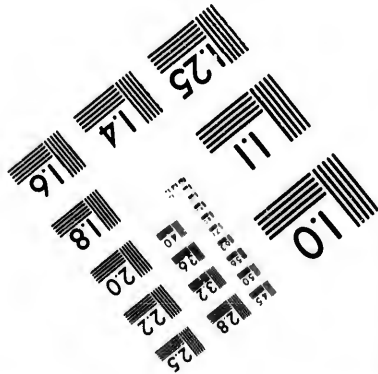
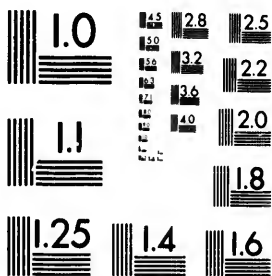


**IMAGE EVALUATION  
TEST TARGET (MT-3)**



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10



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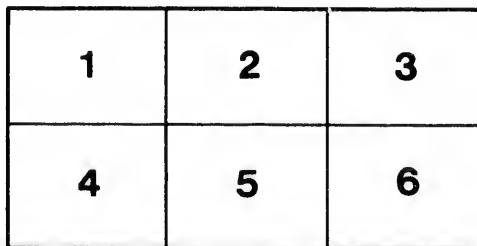
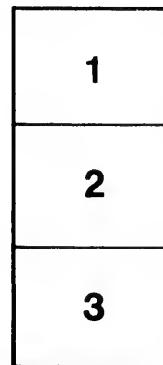
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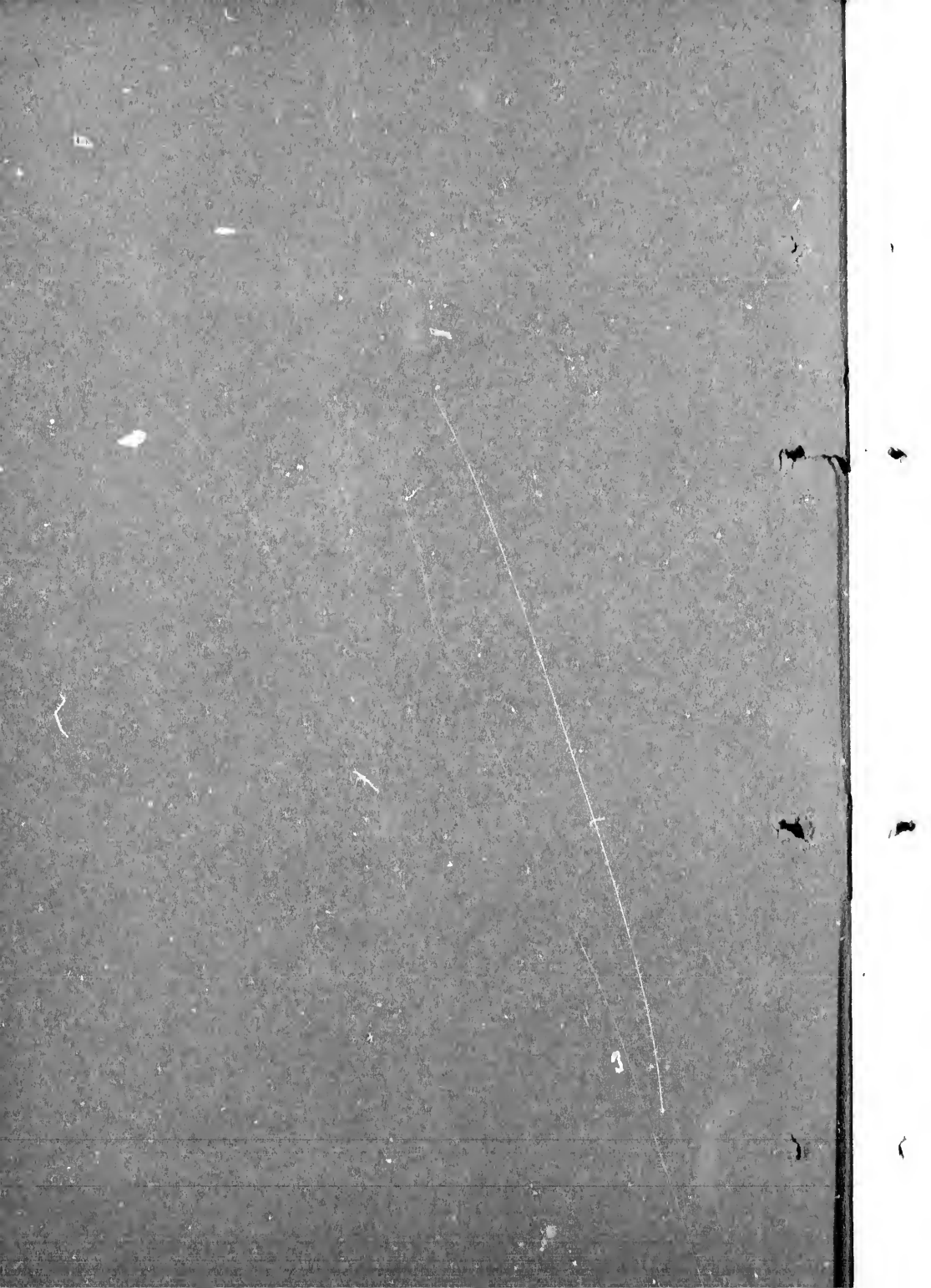
*57*

*269 Stewart Street Ottawa.*

# Bunker Coal.

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F5012  
1898?  
D67B

**Dominion Coal Company,  
Limited.**



M143

51

# Bunker Coal.

Dominion Coal Company,  
Limited.

LP

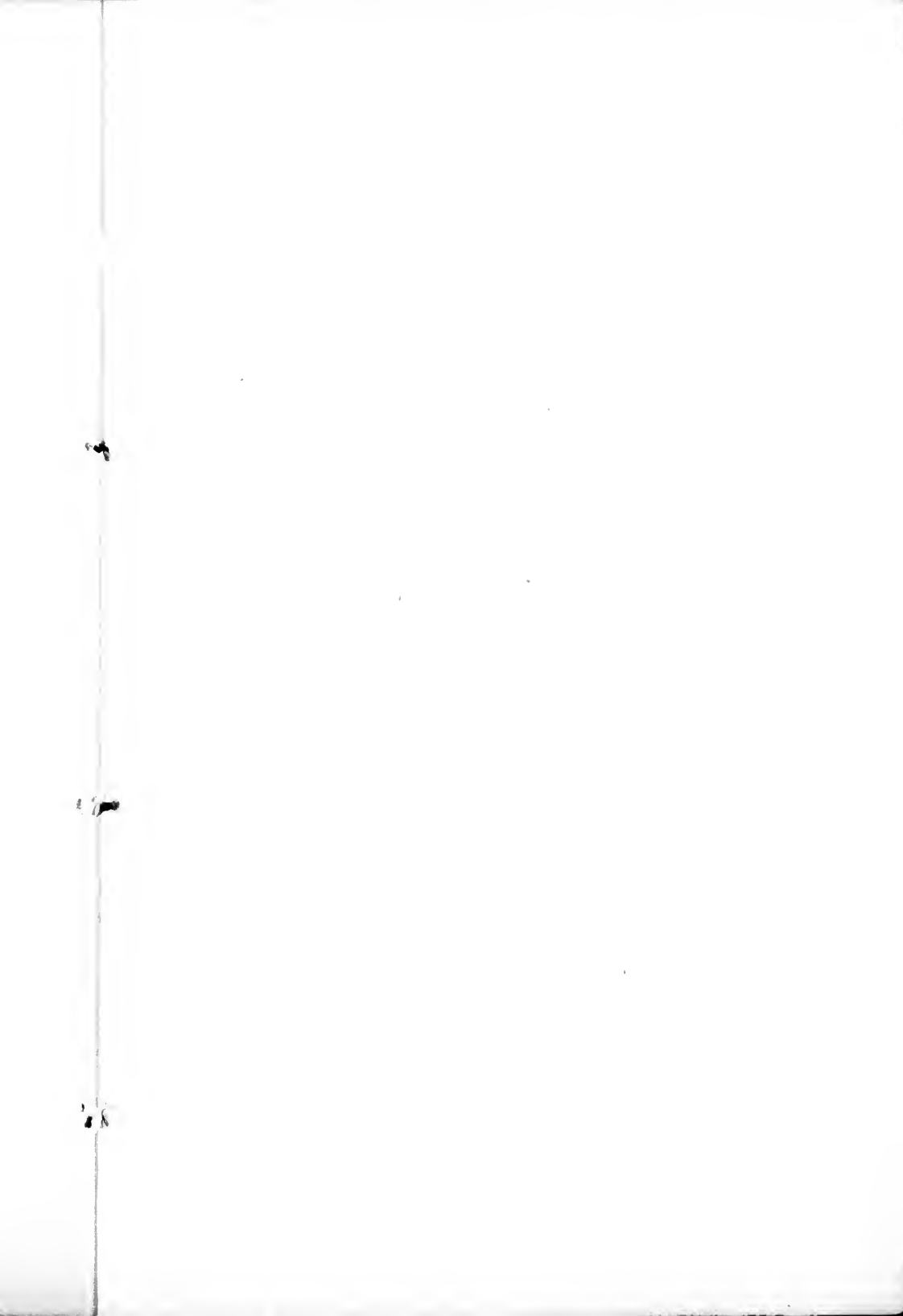
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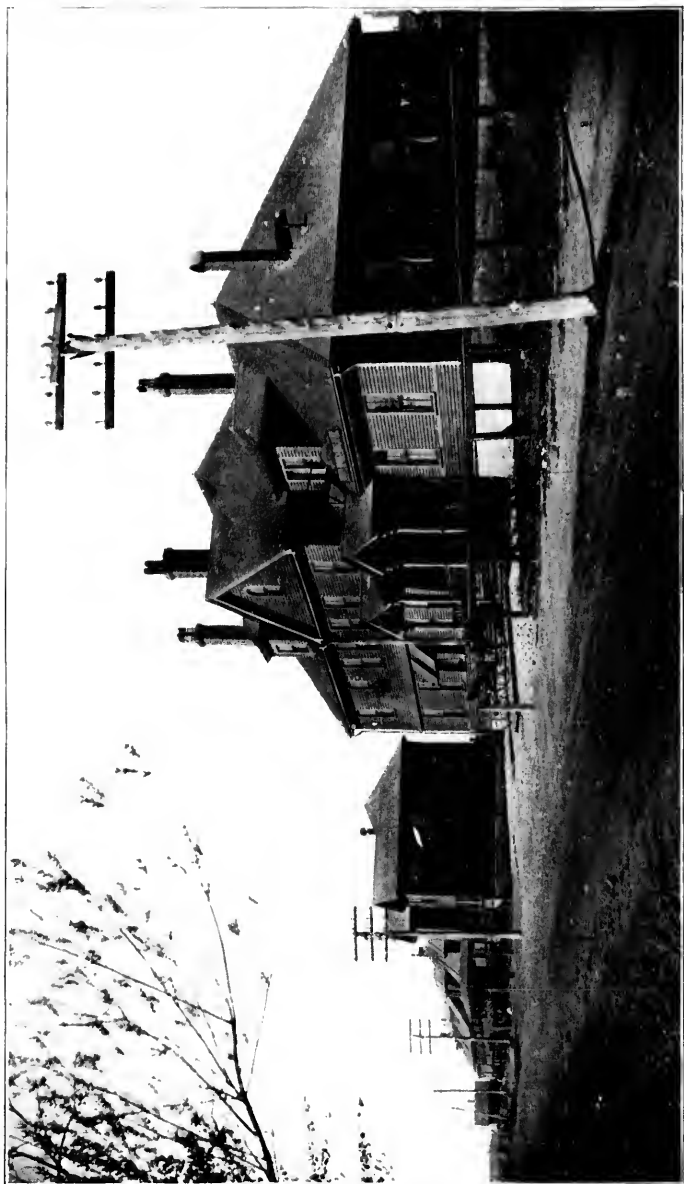
1898

D67B

The  
Barta  
Press  
Boston.







DOMINION COAL COMPANY, LIMITED. GENERAL OFFICES, GLACE BAY.

# DOMINION COAL COMPANY, LIMITED.

(Incorporated under an Act of the Legislature of Nova Scotia, 1893.)

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## DIRECTORS.

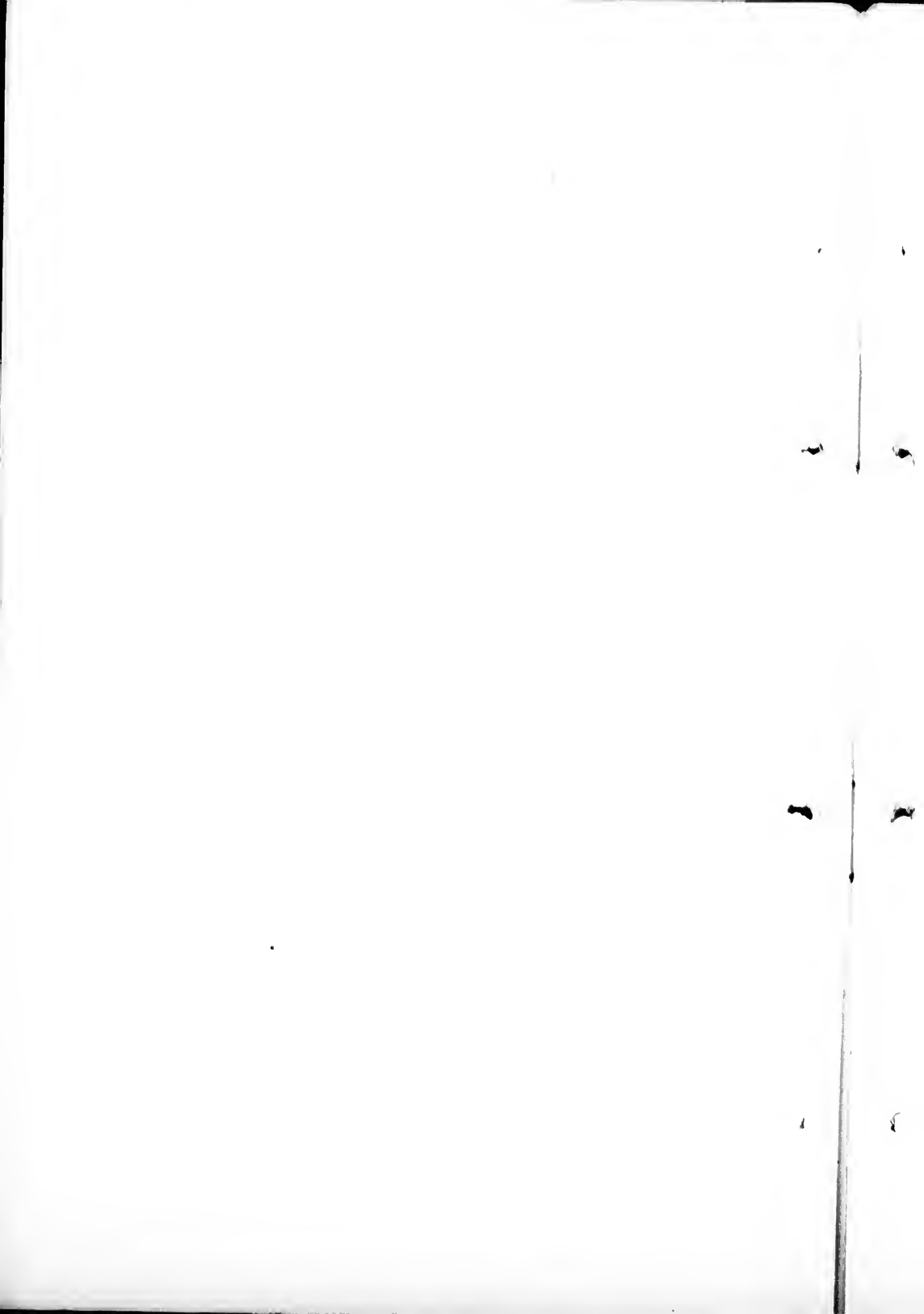
H. M. WHITNEY, Boston.  
JAMES PHILLIPS, Jr., Boston.  
RT. HON. LORD STRATHCONA AND MOUNT  
ROYAL, G. C. M. G.,  
(Lord High Commissioner of Canada.)  
SIR WILLIAM C. VAN HORNE, K. C. M. G.,  
Montreal.  
HON. SENATOR MACKEEN, Halifax.  
HUGH MCLENNAN, Montreal.  
W. B. ROSS, Q. C., Halifax.  
H. F. DIMOCK, New York.  
F. S. PEARSON, New York.  
J. S. MCLENNAN, Boston.

## OFFICERS OF THE COMPANY.

H. M. WHITNEY, President.  
JAMES PHILLIPS, Jr., Vice-President.  
J. S. MCLENNAN, Treasurer.  
B. F. PEARSON, Secretary.  
H. DONKIN, C. E., Resident Manager, Glace  
Bay.  
P. L. NAISMITH, Supt. Railway and Shipping,  
Glace Bay.

## AGENTS.

KINGMAN & Co., Montreal.  
M. R. MORROW, Sales Agent Maritime Prov-  
inces, Halifax.  
HARVEY & OUTERBRIDGE, New York.  
HULL, BLYTH & Co., Bunker Agents for  
U. K. and Continent, London.



THE Company holds, under lease from the Crown, 144 square miles, all underlaid with coal. Its operations are now confined to the Phelan seam, for steam and domestic purposes, and to the overlying gas coal seams; and from its pits, at present working, it has a daily capacity of about 8,000 tons. To meet the increasing demands of its trade, it will, in the immediate future, begin the sinking of at least one new pit.

STEAM COAL. — The following is an average of many analyses of the coal shipped as steam coal by this Company: —

Sulphur . . . . .	1.19
Ash . . . . .	3.41
Volatile Matter . . . . .	32.83
Fixed Carbon . . . . .	63.76
Calorific Power, B. T. U. . . . .	14058.

GAS COAL. — Analyses in the pit shows as follows: —

Ash . . . . .	5.49
Volatile Matter . . . . .	36.21
Fixed Carbon . . . . .	58.30

This produced in a test by independent parties nearly 10,000 ft. of 18½ candle power gas.

The above analyses were made in the seam, and as the coal passes over the most approved system of shaking screens and picking tables, the coal, as shipped, contains fewer impurities than these show.

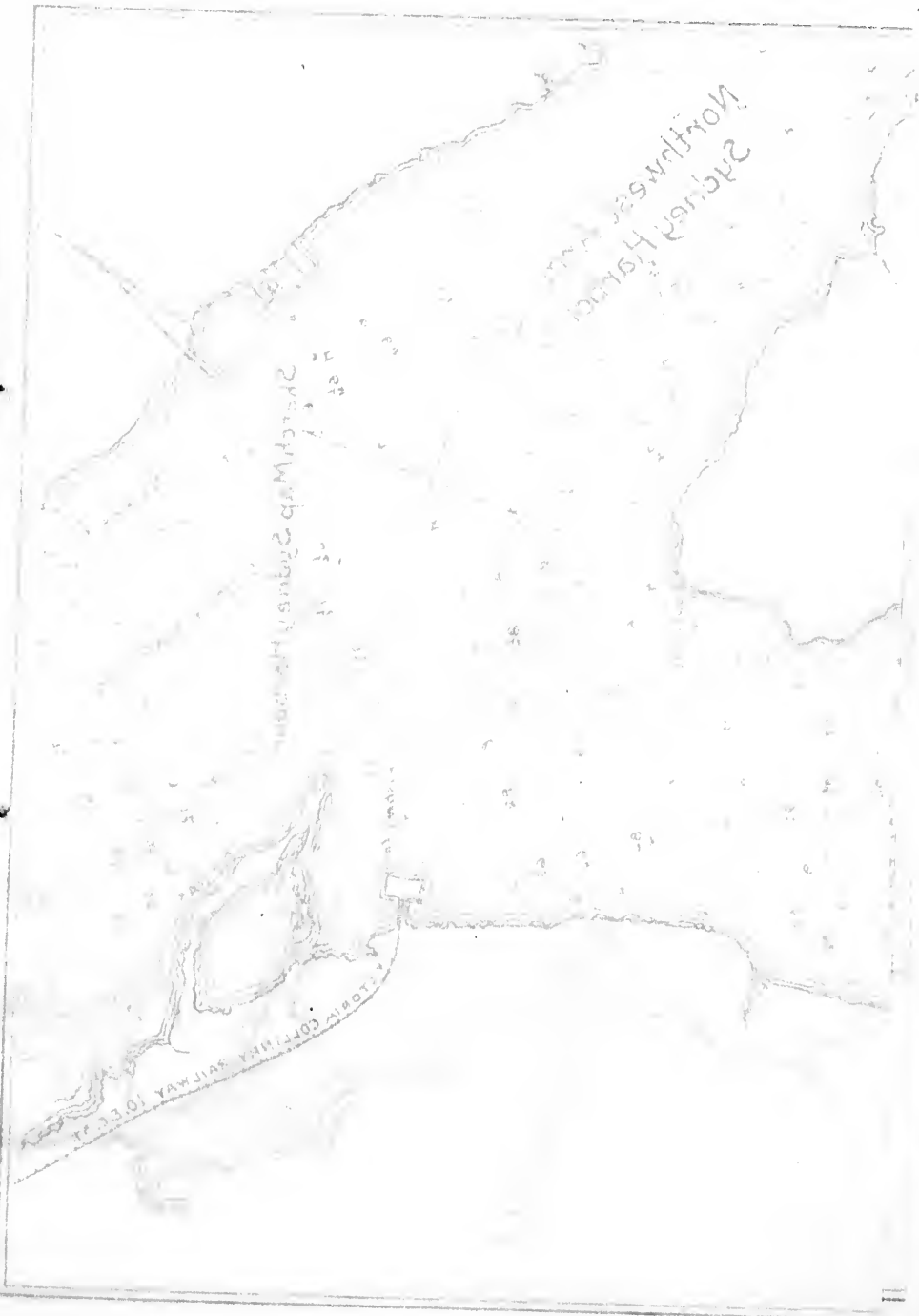
RAILWAY. — The railway owned and operated by the Company has a main line 40 miles in length, 4 ft. 8½ ins. gage, between the Company's piers in Sydney Harbor and

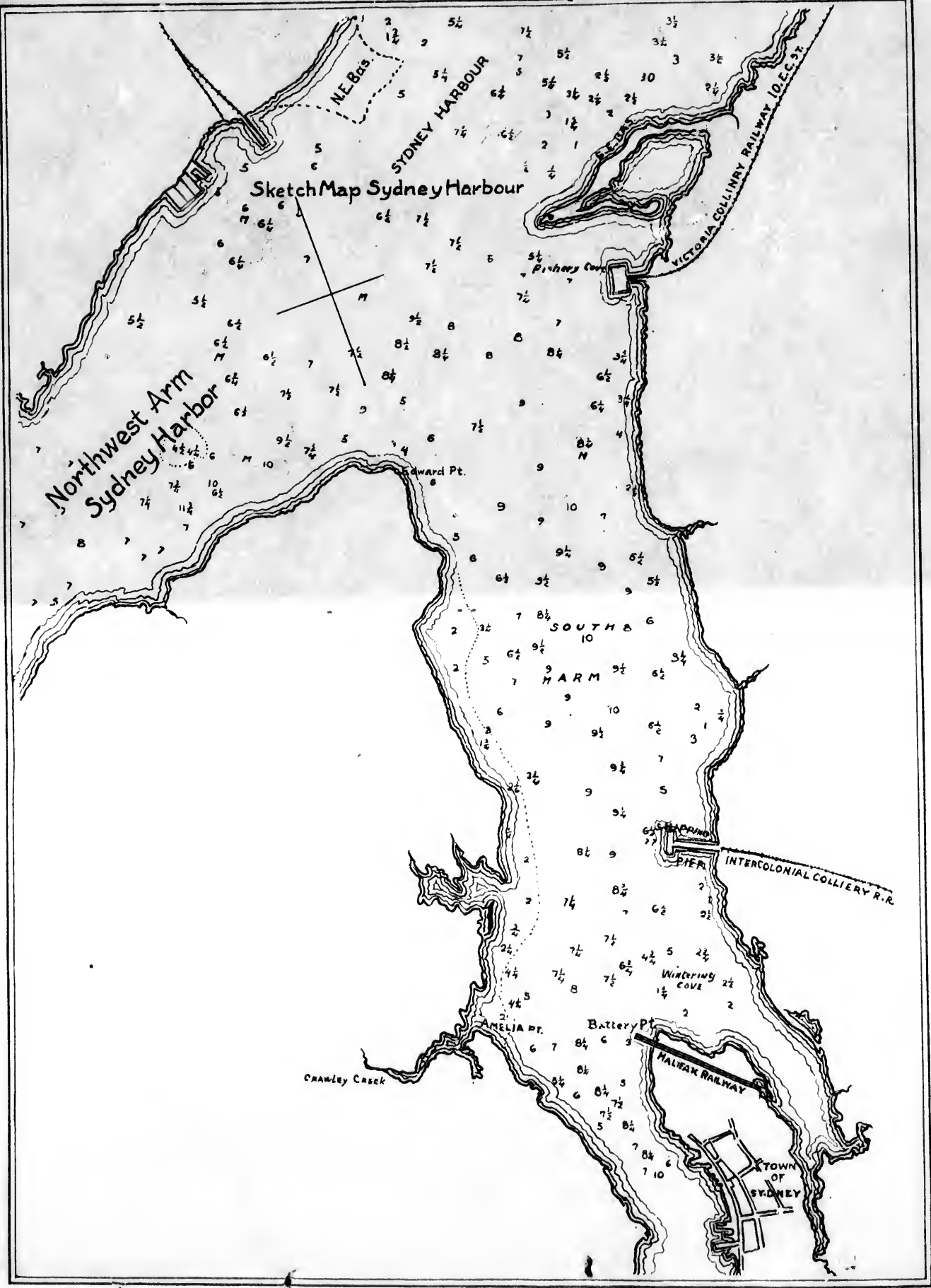
its piers at Louisburg. It was opened for traffic in 1895. It is connected by a branch with the Intercolonial Railway of Canada at Sydney, and connects with all the collieries of the Company.

The main line is laid throughout with steel rails, weighing 80 lbs. per yard, and all structures are of steel and solid masonry. No curves are of a less radius than 1,433 ft., and the maximum grade opposed to traffic is 42 ft. per mile.

**SYDNEY HARBOR.** — The harbor of Sydney, Cape Breton, can justly be called one of the finest harbors in the world. Naval authorities, qualified by world-wide travel to pronounce judgment, have agreed that in its New South Wales namesake alone can a formidable rival claimant to that proud distinction be found. Situated at the entrance to the Gulf of St. Lawrence, it has gradually become well known, not only as a cheap and convenient coaling station for steamers engaged in the large and rapidly increasing trade between Canada and Europe, but also as a port of call, to which vessels leaving Europe unchartered for the return voyage are addressed for coal and orders. The harbor itself is singularly free from the fog which so frequently enshrouds the Gulf of St. Lawrence, and no port can be approached and entered with greater ease and security by soundings than this one.

**LOUISBURG HARBOR.** — The harbor of Louisburg, while not so capacious as the neighboring one of Sydney, is roomy enough for all practical and commercial purposes, and can provide accommodation for the largest class of vessel afloat. It can, moreover, boast not only of greater historical importance, but also of its accessibility during the twelve months of the year. Situated on the southeast side of Cape Breton, and a little to the westward of Scaterie Island, which is the first point made by vessels approaching the North American continent, this magnificent harbor is the nearest on the con-











F U R T H E R

B

- 1. Fort
- 2. Barracks
- 3. Magazine
- 4. Hospital
- 5. Chapel
- 6. Storehouse
- 7. Well
- 8. Path
- 9. River
- 10. Sea

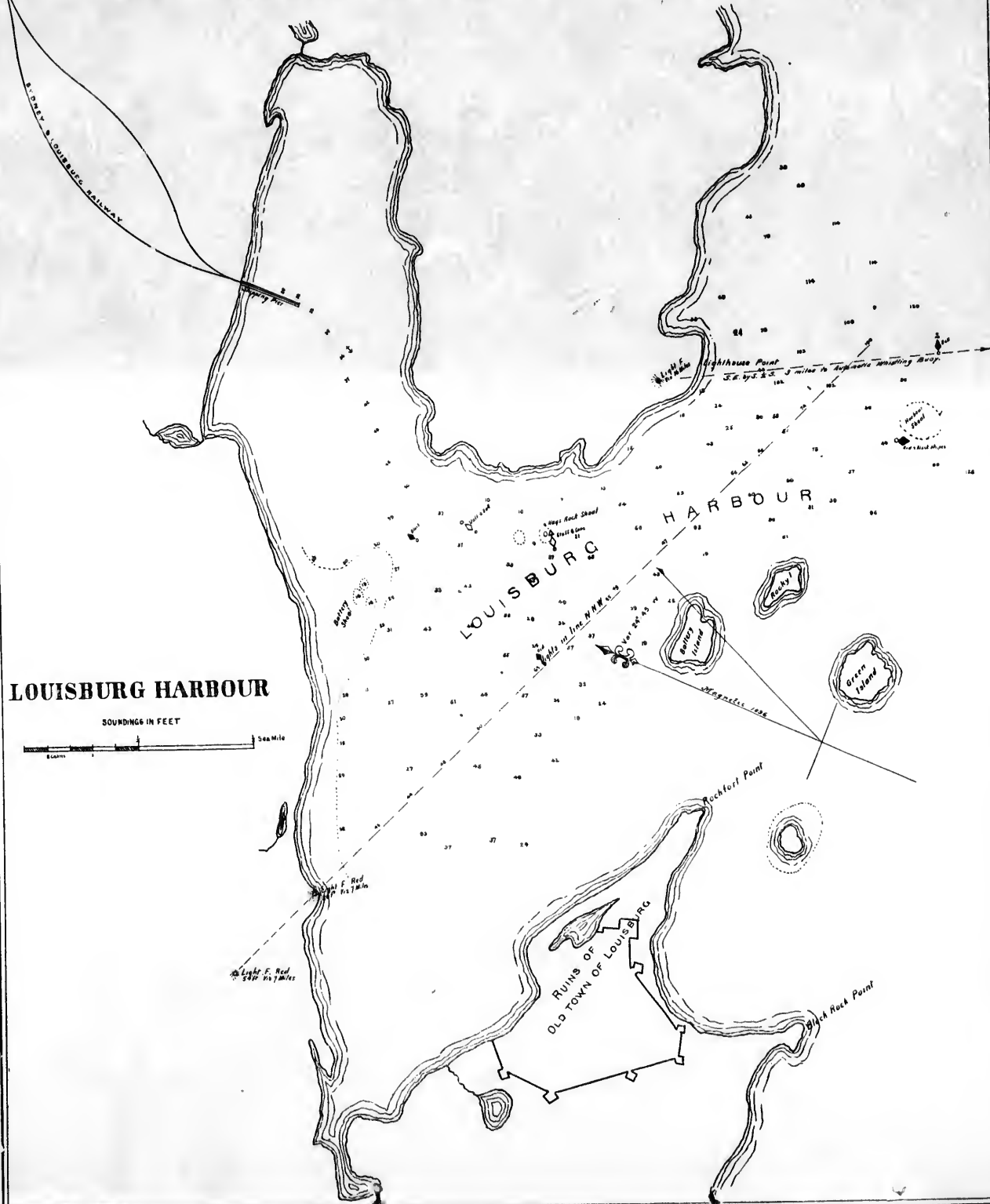
Scale: 1 inch = 100 feet

Notice to Mariners

N° 43 of 1887

LOUISBURG RANGE LIGHTS

Two leading lights established by the Government of Canada at Louisburg Harbour on the East Coast of Cape Breton Nova Scotia in accordance with the information in part II of Notice to Mariners N° 9 of 1887 will be put in operation on the 20<sup>th</sup> instant. The front light will be shown from a tower erected upon a low gravelly point which projects into the harbour on the west shore. The tower stands 2350' S 53° W from the Roman Catholic Church and 331' back from ordinary high water mark. Lighthouse Point Light bears N 45° 21' of Longitude W 55° 26' E. The tower is a square wooden building with sloping walls surmounted by a square wooden lantern. The whole painted white. The height of tower from the ground to the lantern on the lantern is 281'. The light will be a fixed light elevated 24' above high water mark. It should be visible 7 miles from all points of approach by water. The illuminating apparatus is descriptive of the 7<sup>th</sup> order. The back tower stands on the north side of the main road 1830' N 67° W (S 66° W 55m) from the front one. The light will be a fixed red catoptric light elevated 24 feet above high water mark. It should be visible 7 miles in each over or under side of the line of range. The two lights in one bearing N 67° W (N 67° 32) lead into the South West Cove from the Atlantic Ocean clear of all danger. The back water on the line in range outside Flag Rock Shoal. Lighthouse Point Light bears N 45° 21' of Longitude W 55° 26' E. The notice which Admiralty Charts N° 1631, 2516, 2568, 2592, and 2597 and the substance of it should be entered in the Canadian List of Light Houses N° 282, 283.



LOUISBURG HARBOUR

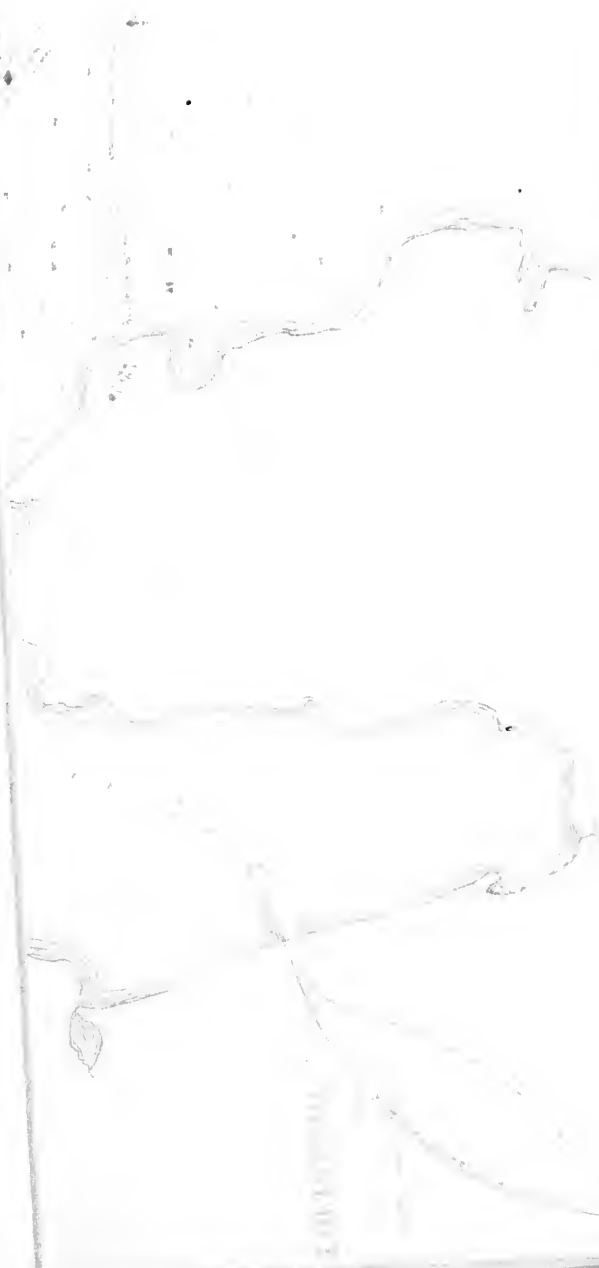
SOUNDINGS IN FEET



2000 1000 2000 1000

2000 1000 2000 1000

The following is a list of the names of the persons who have been  
 named in the above report as having been employed by the  
 Government of the District of Columbia during the year  
 1900. The names are given in alphabetical order, and the  
 number of months for which they were employed is given in  
 parentheses after each name. The names of the persons who  
 were employed for less than one month are given in  
 italics. The names of the persons who were employed for  
 more than one year are given in bold type. The names of  
 the persons who were employed for one year or more are  
 given in plain type. The names of the persons who were  
 employed for less than one month are given in italics.



continent to England and Europe. It is easy of access, close to the sea, well sheltered, with good holding ground, and owing to its close proximity to the Atlantic, its waters are never frozen. Being as nearly as possible half way between Europe and the cotton fields of the Southern States of America, it can offer peculiar advantages as a coaling station to steamers engaged in this trade. The great geographical and commercial advantages of Louisburg were early recognized by the French, who spent enormous sums in strongly fortifying it. These fortifications, which gained for the place the title of the Dunkirk of America, were demolished by the British after its second capture in 1758; but they are still easily to be traced on the western side of the harbor. The advantages of Louisburg as a port of call, and its facilities for the cheap and prompt supplying of coal and necessaries, are identical with those of Sydney, while its importance as a shipping port for coal intended for use in the States of America cannot be denied. Considered as a bunkering station, it offers special attractions from its geographical position; and it has the advantage over Sydney of a much cheaper pilot service.

SHIPPING FACILITIES.—The shipping piers of the Dominion Coal Company, Ltd., are among the largest on the continent. They are substantially built of southern pine, on solid foundations of piling and crib work. They have height and water enough to bunker quickly the largest vessels. The two piers at Sydney are extremely commodious, having berths for six steamers at one time, and are worked night and day (Sundays excepted), being brilliantly illuminated at night by electricity. During a period of six months in the past year 125 foreign going steamers were bunkered, the time occupied averaging less than six hours apiece. Certain berths are reserved exclusively for bunkering, thus enabling steamers to come alongside on arrival at any time and to coal up with dispatch. Three or four steamers have received bunker coal in the same day, and repeatedly steamers

have sailed in two or three hours after arrival, having in the meantime received what bunker coal they required. Facilities for loading cargoes of coal are not excelled in any other port in the world. It is almost a daily occurrence for steamers carrying 3,000 to 4,000 tons to arrive, load, and sail the same day; and on several occasions vessels carrying from 1,800 to 2,200 tons cargo have sailed loaded in six hours after arrival.

It is recommended that masters (or agents) of steamers intending to call for bunker coal at Sydney or Louisburg should telegraph the date of their sailing and quantity of coal required to

**P. L. NAISMITH,**

*Superintendent,*

**GLACE BAY,**

**CAPE BRETON.**

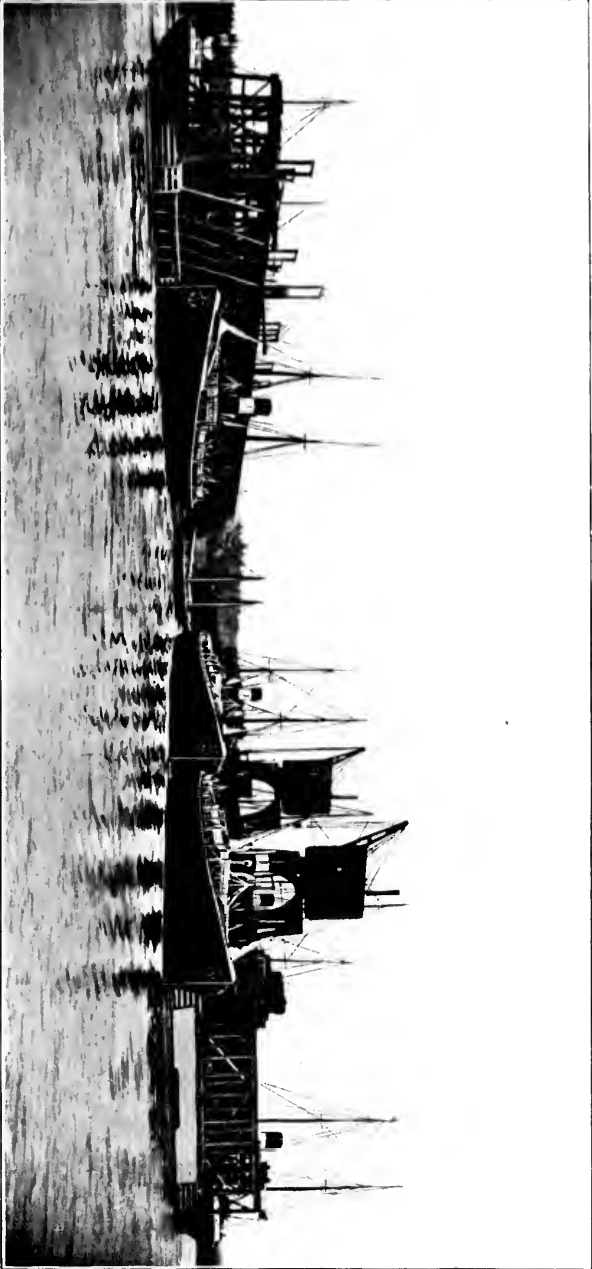
Owners of steamers which are intended to call for coals at either of the above ports on the outward voyage from Europe should advise

**MESSRS. HULL, BLYTH & CO.,**

**4 FENCHURCH AVENUE,**

**E. C., LONDON.**

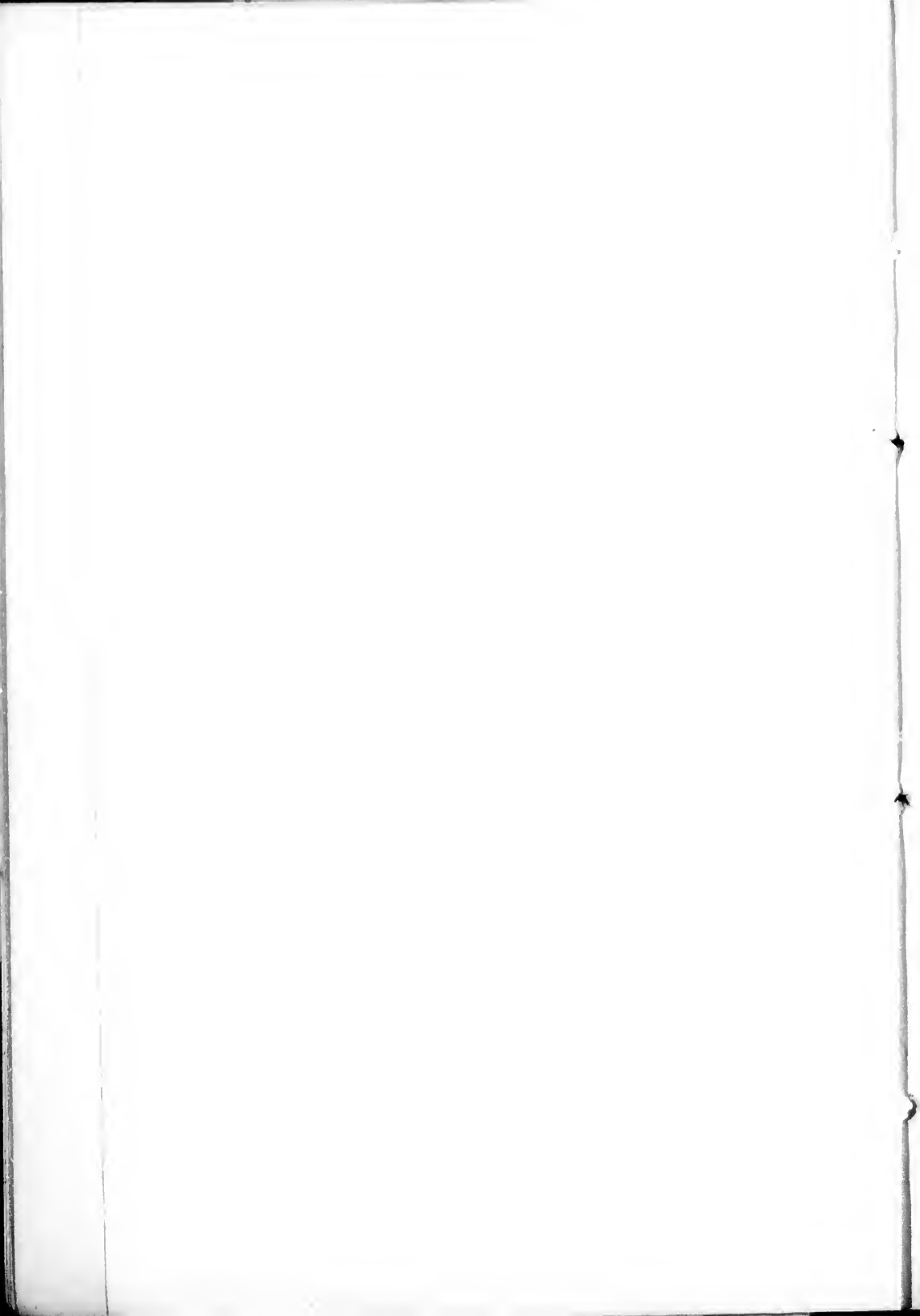
of probable date of arrival and requirements.



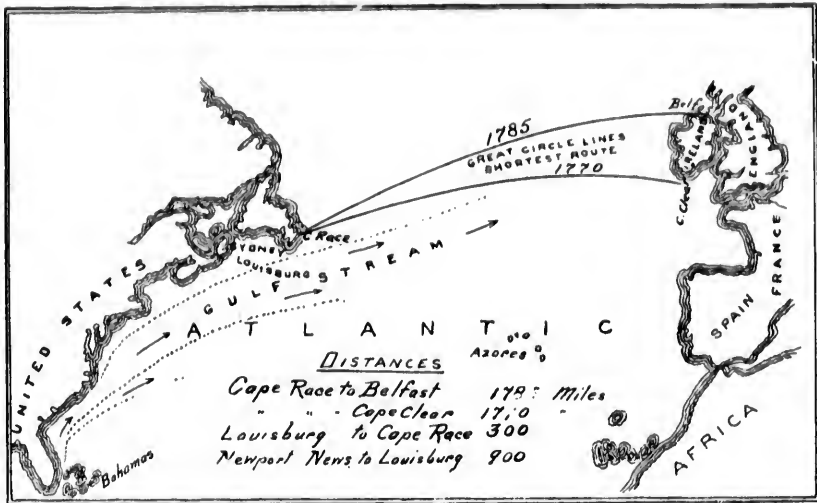
PIER NO. 2.

DOMINION COAL COMPANY, LIMITED. INTERNATIONAL COAL SHIPPING PIER, SYDNEY.

PIER NO. 1.







Distances : — To Liverpool from

New Orleans . . . . .	4,130 miles.
Charlestown . . . . .	3,650 "
Newport News,	
Norfolk . . . . .	3,154 "
New York . . . . .	3,054 "
Boston . . . . .	2,950 "
Halifax . . . . .	2,533 "
Louisburg . . . . .	2,376 "

The following *pro forma* invoices of coal and disbursements at Sydney and Louisburg, for a steamer of 1,800 tons, net register, taking a supply of 400 tons of bunker coal, are submitted as guides to ship owners.

No. 1. At Sydney throughout the season: —

400 tons Coal at \$2.20 . . . . .	\$880.00
Trimming at 15 cts. . . . .	60.00
Pilotage . . . . .	60.00

Sick Mariners' Fund . . . . .	\$36.00
Harbor Master . . . . .	5.00
Entering and Clearing at Customs . . . . .	5.00
Line Man . . . . .	3.00

Total . . . . . \$1,049.00

At \$4.80 = £218-10-10.

No. 2. At Louisburg, 15th April to 1st December:—

400 tons Coal at \$2.20 . . . . .	\$880.00
Trimming at 15 cts. . . . .	60.00
Pilotage . . . . .	20.00
Sick Mariners' Fund . . . . .	36.00
Harbor Master . . . . .	5.00
Entering and Clearing at Customs . . . . .	1.00
Line Man . . . . .	3.00

Total . . . . . \$1,005.00

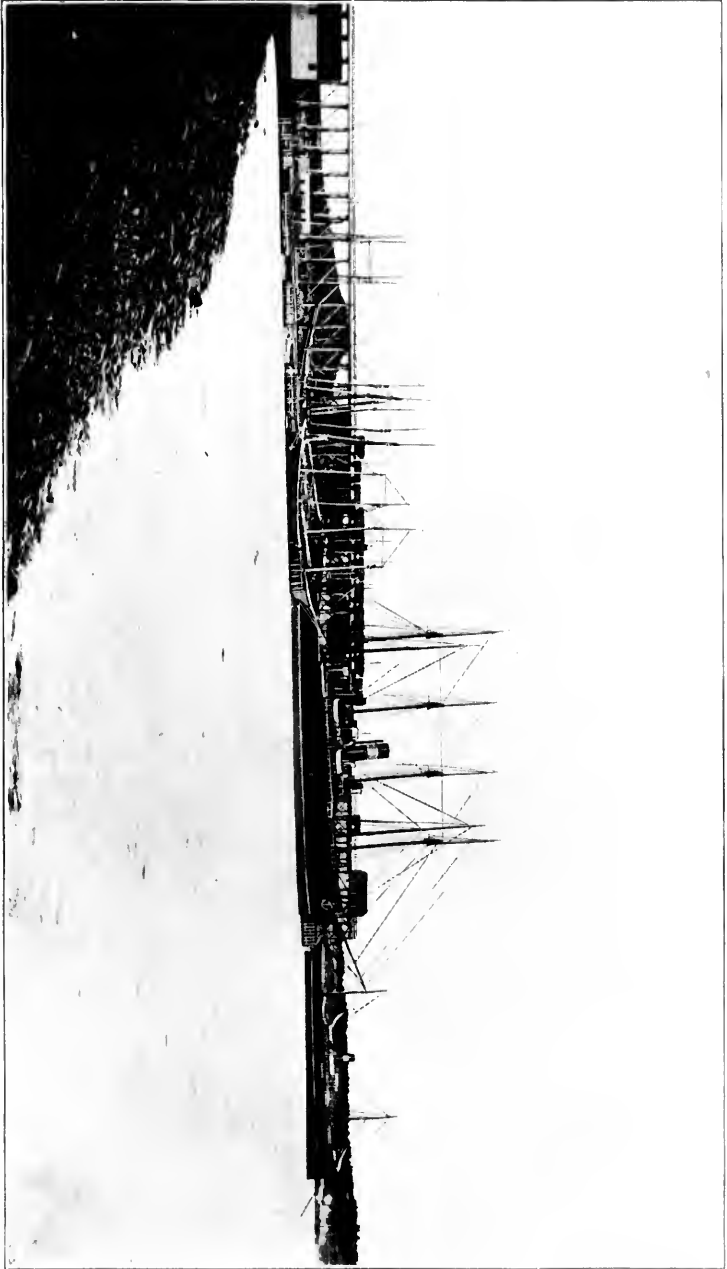
At \$4.80 = £209-7-6.

No. 3. At Louisburg, 1st December to 15th April:—

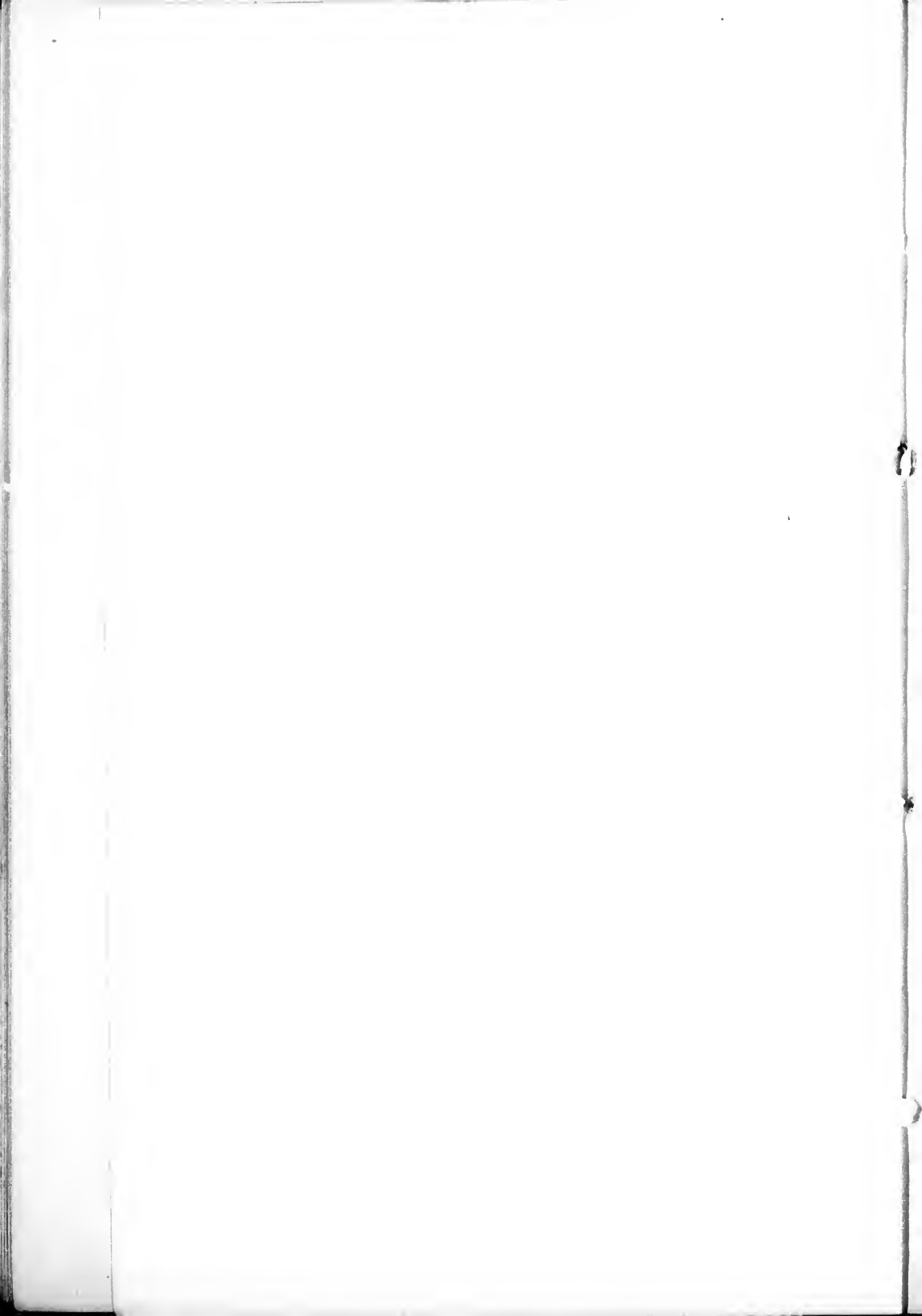
400 tons Coal at \$2.20 . . . . .	\$880.00
Trimming at 15 cts. . . . .	60.00
Pilotage . . . . .	30.00
Sick Mariners' Fund . . . . .	36.00
Harbor Master . . . . .	5.00
Entering and Clearing at Customs . . . . .	1.00
Line Man . . . . .	3.00

Total . . . . . \$1,015.00

At \$4.80 = £211-9-2.



DOMINION COAL COMPANY, LIMITED. SHIPPING PIER, LOTSBERG.



REFERENCES, TESTIMONIALS, ETC. — Among the Dominion Coal Company's regular customers, who have used Cape Breton coal for many years, may be mentioned the following :

## **FOR STEAM :**

**CANADIAN PACIFIC RAILWAY**

**GRAND TRUNK RAILWAY**

**INTERCOLONIAL RAILWAY**

**SUGAR REFINERIES**

**COTTON FACTORIES**

*Manufacturing concerns generally of Montreal, Halifax, etc.*

**THE PLANT LINE**

**YARMOUTH STEAMSHIP COMPANY**

*And other fast steamers plying between Nova Scotian and American ports.*

## **THE GAS COMPANIES OF**

**MONTREAL**

**ST. JOHN, N. B.**

**QUEBEC**

**HALIFAX, ETC.**

*Have for years been purchasers of the Company's Gas Coals.*

The appended testimonials, selected from a large number, bear witness to the popularity which the Company's coal has attained to for bunkering purposes.

CAPE YORK, July 25, 1898.

*Dear Sir:*—I write this line to thank the Dominion Coal Company for the character of the coal furnished my ships, *Hope* and *Windward*. It was very satisfactory and enabled me to make in the *Hope* a very quick run of ten days from Sydney to Melville Bay.

Kindly present my compliments to your President and believe me,

Very sincerely yours,

R. E. PEARY.

*Treasurer,*  
J. S. McLENNAN,  
Dominion Coal Company,  
95 Milk Street, Boston, Mass.

## Steamship "Halifax."

Oct. 26, 1898.

M. R. MORROW, Esq.,  
Dominion Coal Company,  
Halifax, N. S.

*Dear Sir* : — For the past five years and more, the steamship *Halifax* has been bunkered with the Dominion Coal Company's steam coal, and it has given every satisfaction. It burns well with light draught, makes steam easily, and produces a very small quantity of ashes and clinkers.

It gives me great pleasure to be able to recommend it as a first-class bunker coal.

Yours truly,

JOHN DOBBIE, *Chief Engineer*,  
Steamship *Halifax*.

YARMOUTH, N. S., Oct. 28, 1898.

J. S. McLENNAN, Esq.,  
*Treasurer* Dominion Coal Company.

*Dear Sir*: — I think you will be pleased to hear that the steamer *Boston* has been using the Dominion Coal Company's steam coal on her fast runs between Yarmouth and Boston. The steamer *Prince Edward*, which used "Pocahontas" coal, was beaten by the *Boston* on every run that was made. I can recommend the Dominion Coal Company's coal as giving our engineers perfect satisfaction. The coal used was not selected, but was taken from the sheds as usual.

Yours truly,

L. E. BAKER, *President*,  
The Yarmouth Steamship Company, Limited.



**On Board Royal Mail Steamship "Gallia."**

MONTREAL, Oct. 13, 1898.

D. W. CAMPBELL, Esq.,  
*General Manager* Beaver Line Royal Mail Steamships.

*Dear Sir* : — In reply to your inquiry regarding the quality of coal supplied to this ship (2,500 tons) by the Dominion Coal Company, at this port and that of St. John, N. B., during the last nine voyages, I have to say that I have always found it to be of excellent steaming quality and entirely free from clinker and dirt. We have not had any trouble whatever with burning of fire bars, and have always made good speed when supplied with this coal. The consumption has been moderate. I remain,

Yours obediently,

WM. BEWLEY, *Chief Engineer.*

## Dominion Line Royal Mail Steamers.

HALIFAX, N. S., April 22, 1897.

MESSRS. THE DOMINION COAL COMPANY,  
HALIFAX, N. S.

*Dear Sirs* : — Referring to the 200 tons bunker coals supplied by you to the Royal Mail steamer *Vancouver* on her last homeward voyage, when she had also been supplied with some coal at Portland, Me., her chief engineer reports : —

“The Cape Breton coal was much better than the ‘Pocahontas’ coal, having more lumps of round coal and much less small, and would burn easier with less draught, and maintain the steam better.”

Yours truly,

(Sgd) A. G. JONES & Co.

(The coal with which comparison was made was a well-known and much advertised coal supplied at United States ports.)

***Bunker Coals.***

BELFAST, May 25, 1898.

MESSRS. MCLEAN, KENNEDY & Co.,  
MONTREAL.

*Dear Sirs* : — Chief engineer of steamship *Ramore Head* reports favorably of the bunker coal which you supplied that steamer last trip, and as giving considerably better results than Scotch coal, which had been supplied on previous occasions. In future, therefore, when any of our boats want coal with you and when you have no stock of our own on hand, please supply the Sydney Cape Breton coal, same as you gave *Ramore Head* this trip, of course presuming the price is satisfactory.

Yours truly,

G. HEYN &amp; SONS.

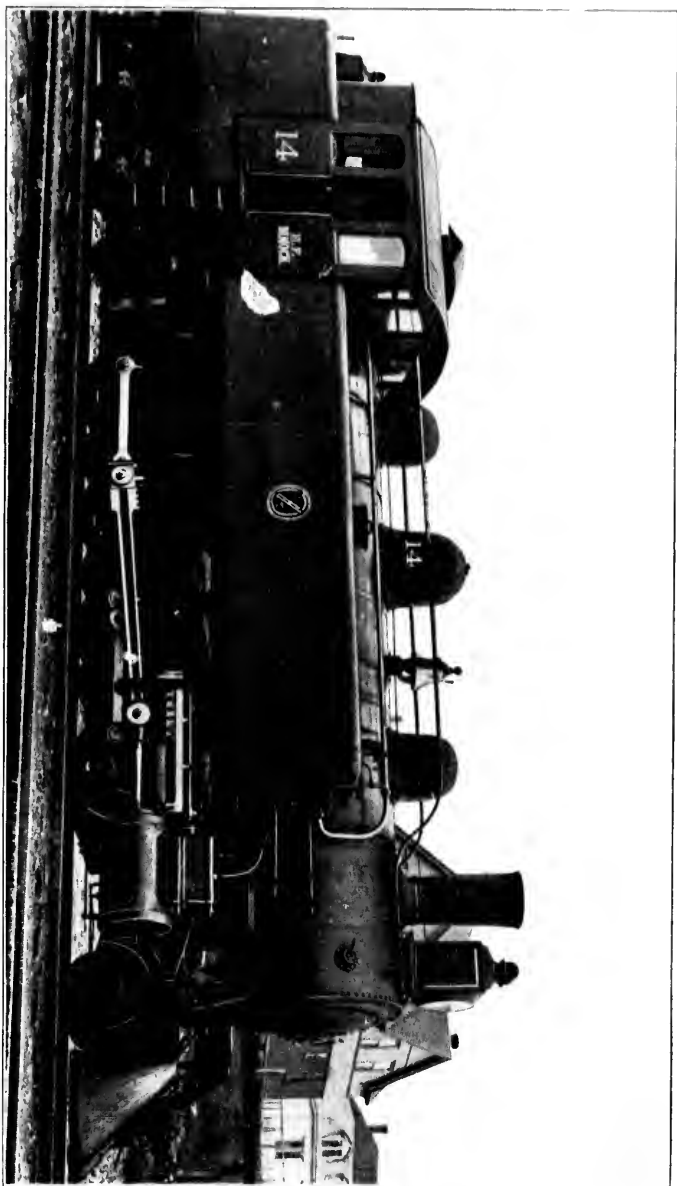
MONTREAL, QUEBEC, Sept. 26, 1898.

MESSRS. DOMINION COAL COMPANY, LTD.,  
BOSTON, MASS.

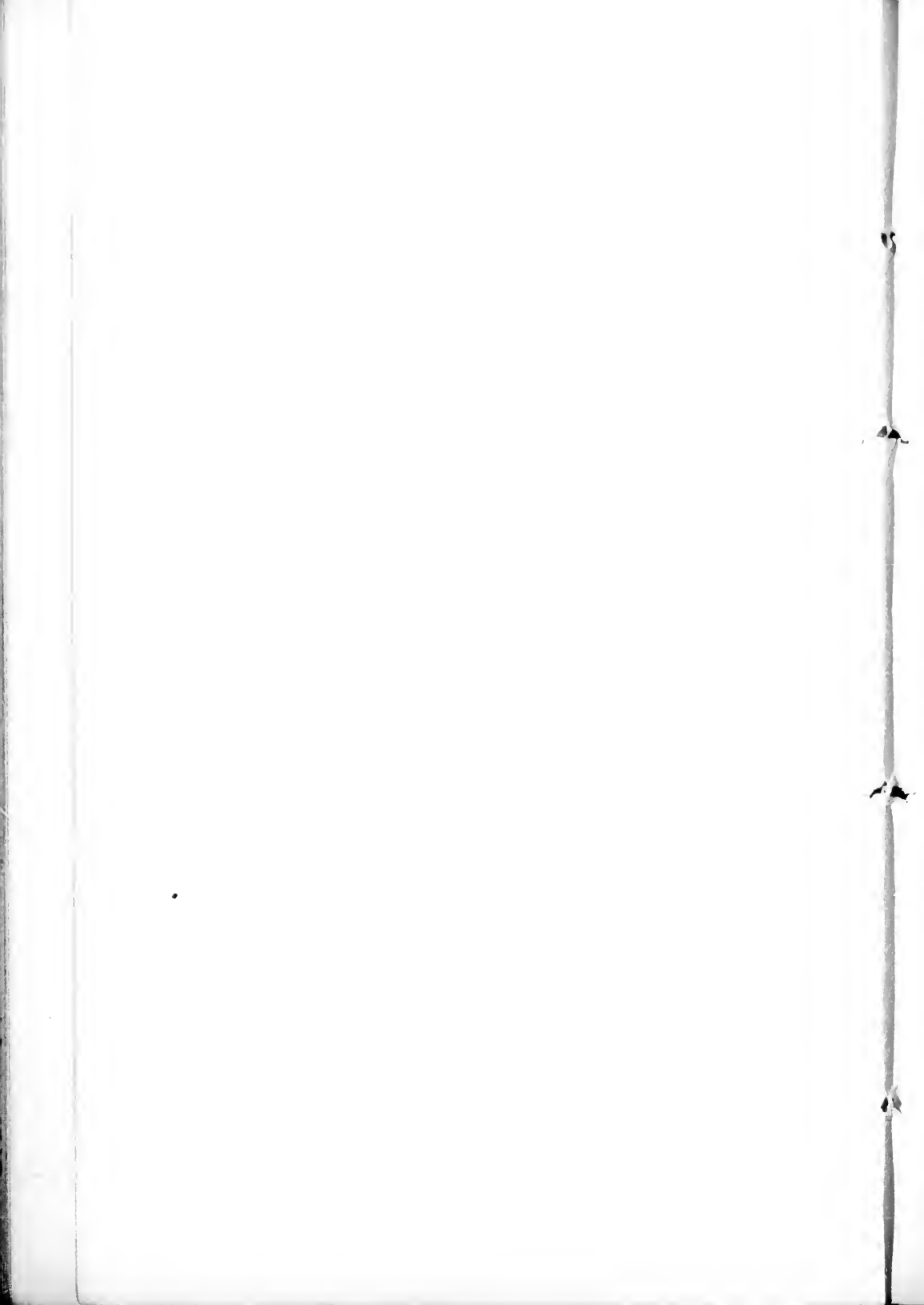
*Dear Sirs* : — Replying to your inquiry as to the quality of the Cape Breton steam coal furnished my ship by your Company at Montreal last trip, amounting to about 800 tons, which I understand was from the "Phelan Seam," I beg to state that during my experience in the use of all kinds of coals for bunker purposes, I have not the slightest hesitation in speaking most highly of the quality of the coal supplied. We had not any trouble in keeping up steam, and the voyage to England showed as good results, if not better, than the best English coal. I might also say we did not find the coal at all hard on the bars, and I shall take much pleasure in recommending your coals to any ship owners whom I know of coming to this port. I am

Yours truly,

W. BROWN,  
*Chief Engineer of the Royal Mail Steamship Tongariro.*



DOMINION COAL COMPANY, LIMITED, WEIGHT 110 TONS.



## Steamship "Strathgarry."

MONTREAL, QUEBEC, April 10, 1898.

This is to certify that I have on two occasions been supplied with Dominion Coal Company run of mine steam coal for bunkers on the above steamer, from which I experienced excellent results, as regards steaming quality, containing very small percentage of ashes, having made a record passage from Montreal to Hamburg, and found this Cape Breton quite as economical as any coal I ever used.

THOMAS HUGHES, *Chief Engineer.*

*Dominion Government Cruiser "Acadia."*

HALIFAX, N. S., April 30, 1897.

This is to certify that I have used the Reserve Mine coal for a number of years in the engine department of this ship, and as it has given me every satisfaction as compared with the other coals of this country and United States, I have much pleasure in recommending it to parties requiring a steam coal.

(Sgd) DAVID M. MOONEY, *Engineer.*



## PORT CHARGES.

The compulsory port charges at Sydney and Louisburg are: (1) Pilotage; (2) Harbor Master; (3) Sick Mariners' Fund.

**PILOTAGE.** — At Louisburg the pilotage is compulsory, full pilotage being charged whether the services of a pilot are accepted or not. At Sydney, if his services are not taken only half pilotage is paid. This harbor is so easy of access that masters having taken a pilot once in and out are quite competent to bring their ships in on future trips without pilots, and many masters running regularly to the port do not accept their services once in a year.

Following are rates charged:—

SYDNEY.	Inward.	Outward.
Eight hundred tons register . . . . .	\$20.00	\$20.00
Each additional hundred tons . . . . .	1.00	1.00
<b>LOUISBURG.</b>		
On steamers, 80 tons to 500 tons net register . . . . .	8.00	5.00
"    500    "    1,000    "    "    "    . . . . .	10.00	6.00
"    1,000    "    3,000    "    "    "    . . . . .	12.00	8.00

Winter pilotage from 1st December to 15th April, 50 per cent. additional to the above rates at Louisburg. At Sydney, same as summer rates.

**HARBOR MASTER'S FEE.** — This fee is a government charge and is compulsory on all steamers entering Canadian ports, and is payable only twice by the same steamer in the calendar year, no matter how many ports she may enter. This fee for steamers over 700 tons register is \$5.00.

**SICK MARINERS' FUND.** — This fund is one established by the Dominion Government to provide for the care of sick and distressed mariners at any port in the Dominion. The fee, which is compulsory, is two cents for every ton of net registered tonnage, and is payable not more than three times in the calendar year by the same vessel, but only once on the same voyage.

Following are the sections of the Act which provide for the payment of this fee, together with the benefits which accrue to a vessel from the payment of the same: —

(5) The master or person in command of any vessel paying such rate or duty may send to the Marine Hospital at Quebec, or to the Marine or Seaman's Hospital at or for any other port in any of the Provinces aforesaid, or to any hospital so designated and appointed as aforesaid, at any hour of the day (and in case of accident or emergency, at any hour of the night), any sick mariner belonging to his vessel; and such sick mariner, so sent with a written recommendation from such master or person in command of such vessel, indorsed as "approved" by the collector of customs at the port, or other officer appointed for the purpose by the Minister of Marine and Fisheries, shall be gratuitously received into such hospital and receive therein such medical and surgical attendance and such other treatment as the case requires, so long as the same is required. — 31 V., Chap. 64, Sect. 5.

(6) At any port at which such rate or duty as aforesaid is received, and at or for which there is no marine or seamen's hospital, or other hospital, so designated and appointed as aforesaid, the collector or other chief officer of the customs, upon being required so to do at any hour of the day (and in case of accident or emergency, at any hour of the night), by the master or person in command of any vessel paying such rate or duty at such port, shall make without delay the best provision in his power for the medical or surgical assistance, or both, and treatment of every sick mariner belonging to such vessel at the nearest public hospital, if there is one at a safe and convenient distance, and if not, then at some public or private house. — 31 V., 2 64, 8. 7.

(11) Any shipwrecked, destitute, or otherwise distressed seamen may, by authority from the Minister of Marine and Fisheries, be temporarily boarded and lodged and taken care of at any marine or seamen's hospital devoted exclusively to the reception, care, and treatment of sick mariners — 31 V., Chap. 64, Sect. 9, part.

(12) All expenses incurred in any one of the Provinces aforesaid, for the care and medical and surgical treatment of sick mariners, including the cost of the maintenance and support of marine and seamen's hospitals devoted exclusively to such purposes, shall be defrayed out of "Sick Mariners' Fund"; and the Governor in council shall appoint the superintendents and other officers of such hospitals, who shall receive such salaries or remunerations as the Governor in council from time to time directs. — 31 V., Chap. 64, Sect. 10.



