

panies as far as labor costs are concerned, not as many men being required now as heretofore, owing to the erection of these fine new sheds. The rental asked from the shipping companies for this year will be less than one-fifth of the total revenue, and therefore, his statement that the merchants and receivers of freight benefit by the improvements carried on in the port of Montreal, without cost to themselves, is incorrect. Before these sheds were definitely decided upon by our predecessors in office, the shipping people unanimously agreed to pay 3 % interest on the cost of construction. One of the largest companies has already agreed to the new rental charge without criticism. As to wharfage rates, in 1896 the harbor commissioners, having a surplus and no improvements being carried on, the wharfage rates were reduced 25 %. In 1901, 60 % of the wharfages on exports were reduced 50 %. This means a reduction in revenue approximately \$100,000 a year. It is not the commissioners' intention to raise the wharfage rates to where they were prior to 1896, but to make a small increase with due regard to the port's best interests to enable them to meet their obligations. As far as the 'free port' is concerned, the commissioners have not been given to understand that this is the Government's intention, and they do not know of any 'free port' in the world."

Since the foregoing statement was made, the commissioners have reconsidered the matter of an increase in wharfage rates, and announced that the increased charges, of which notice had been given, would not be put in force this year, but most probably would be next year.

Atlantic and Pacific Ocean Marine.

J. White has been appointed harbor master at Charlottetown, P.E.I.

J. P. Esdaile, steamboat inspector for Nova Scotia since 1889, died at Halifax Mar. 14.

The Allan Line s.s. *Virginian*, after being overhauled, has returned to service, completing her first passage since then on Mar. 12.

The Dominion Public Works Department received tenders, Mar. 23, for the construction of three ice piers on the Annapolis River at Annapolis Royal, N.S.

The Elder-Dempster Co. is reported to have decided to place steamships on the route between Montreal and the Atlantic terminals of the Tehuantepec Ry. of Mexico, at Coatzacoalcos.

Capt. C. Cameron, who was in command of various trans-Atlantic liners for 25 years, and who until recently was captain of the *White Star* s.s. *Oceanic*, died at Southampton, Eng., Mar. 14.

The C.P.R. has extended the privileges of its pension fund to the crews engaged on its Atlantic steamships. The minimum pension is the same as that granted to the staff on shore, viz., \$20 (in sterling £4 2s. 2d.) a month.

W. J. Dott and G. R. Nicholson are reported to have been appointed joint managers of Allan Bros. and Co., London and Liverpool, Ltd., at Liverpool, Eng., representatives of the Allan Line, succeeding the late W. Beckett Hill.

The Dominion Department of Agriculture received, Mar. 17, offers of a steamboat required for quarantine service at Halifax, N.S. The size of the vessel desired is: Length, 80 ft.; breadth, 20 ft.; draught, 8 ft.; with a speed of about 10 knots an hour.

The s.s. *Stikkelstad*, which sailed from Glasgow, Scotland, Nov. 23, 1908, for Sydney, N.S., has been given up as lost, and from the wreckage found along the west

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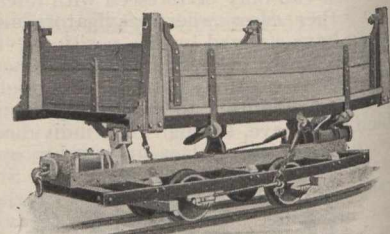
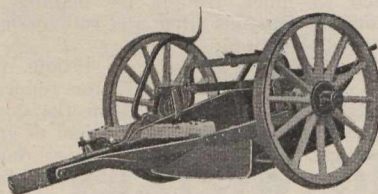
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