

run and will serve the following ports: Cardigan, P.E.I.; Pictou and Sydney, N.S.; Placentia and other Newfoundland ports.

The Department of Marine and Fisheries has issued some notes on the currents at the entrance of the Bay of Fundy, and on the steamship routes in its approaches, off southern Nova Scotia, from the investigations of the tidal and current survey in the season of 1904, W. B. Dawson, engineer, in charge.

The str. Dufferin has been placed on the east coast run from Halifax, N.S., formerly taken by the Wilfrid C., which has been sold to Beazley Bros. The Dufferin is a new steamer, 227 tons gross, with a speed of 10 knots an hour, and has accommodation for 50 passengers. Capt. W. F. Murdoch is the commander and E. Craig the chief engineer.

The Woburn Steamship Co., and the Wasis Steamship Co., are the titles of two companies incorporated under the Dominion Companies' Act, to carry on a general navigation business in Canada. The provisional directors in each instance are: J. D. and J. C. McGregor, T. Cantley, G. F. McKay, H. Graham, of New Glasgow, N.S. The capital of the first company is \$48,000, and of the second \$18,000.

Summerside and Pointe du Chene route. Should this be decided on, the new boat would probably be ready for next year's service. The Northumberland would then be put on the Charlottetown and Pictou route, to take the place of the Princess, which would probably be disposed of. The President, Capt. Richards, and one of the directors, B. Rogers, were in Toronto recently and made a trip on the Turbinia, during which they thoroughly inspected her.

Province of Quebec Shipping.

It is proposed to provide a steam tug for the use of the pilots at Father Point. The steamer will be built on order of the Minister of Marine.

The new str. Lady Eileen for the Gaspé coast trade reached Campbellton, N.B., May 4, and made her first trip to Gaspé and other Quebec points, in the following week.

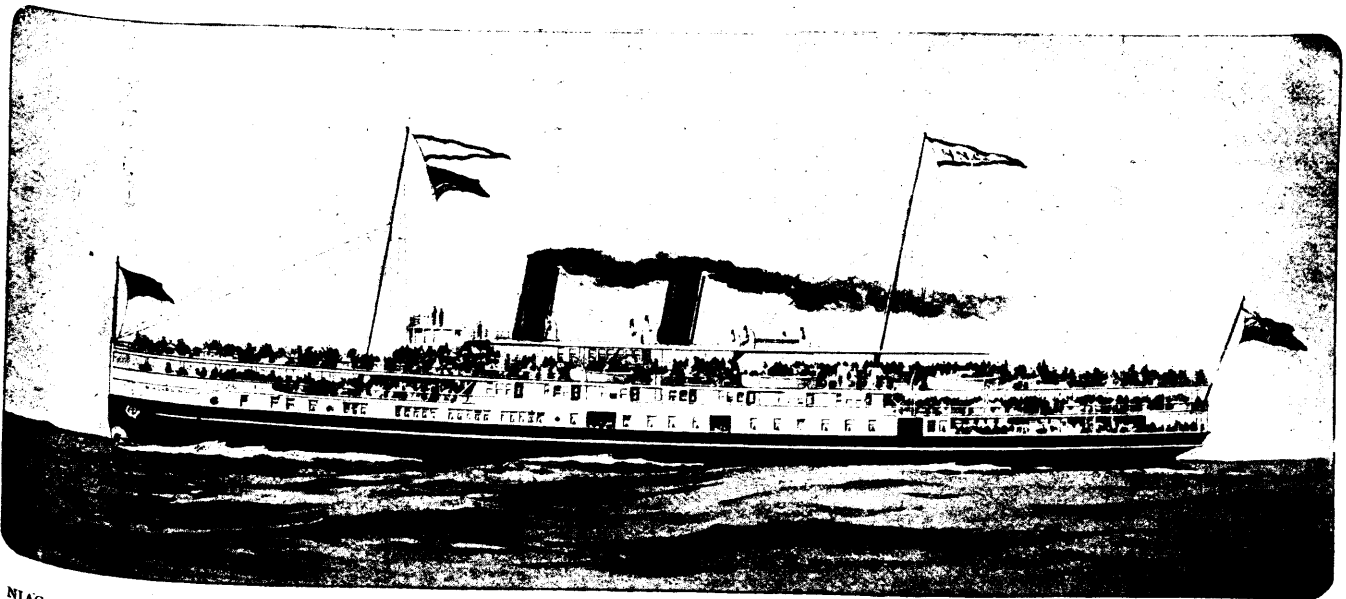
The south wall encircling the inner basin at the Louise dock, Quebec, gave way, April 20. The dock was built by the Dominion Government, which will undertake its repair. The damage is estimated at over \$20,000.

R. Reford has resigned his position as mem-

steamer for use on the St. Lawrence. It is proposed that the new steamer shall be 160 ft. long between perpendiculars, and have a speed of 14 knots an hour.

The St. Lawrence Floating and Wrecking Co. (Ltd.) has been incorporated under the Dominion Companies' Act, with a capital of \$200,000 and offices at Montreal, to own and operate docks and to carry on a general wrecking and salvage business. The provisional directors are: J. W. Harris, F. X. and J. Durand, T. Lessard, P. G. Martineau, of Montreal.

The Montreal Harbor Commission has had considerable trouble lately in connection with the new steel sheds, as well as with the question of the allocation of berths for the steamships for the season. A settlement of both has been reached, the first after a conference of engineers, and the second after a discussion with the Minister of Marine. The changes in the plan of construction of the sheds will involve an extra cost of \$10,000 per shed. The berth question was left in the hands of the Minister of Marine, the President of the Harbor Commissioners, and the Mayor to arrange all differences, the Board agreeing to adopt the recommendations made by them.



NIAGARA NAVIGATION CO.'S NEW STEAMSHIP TO BE BUILT BY THE CANADIAN SHIPBUILDING CO. FOR DESCRIPTION SEE APRIL ISSUE.

A new wharf and warehouse are to be erected at St. John, N.B., the total cost of which, together with the necessary dredging, will be \$600,000. The Dominion Government will provide the cost of the dredging, which is estimated at \$300,000. The new wharf will give berths for four additional steamers, and is expected to be completed in 1906. Under the arrangement for the C.P.R. the \$50,000 it gave for wharfage at Sand Point, and will thereby secure sole control of the wharves there.

The Harbinger Steamship Co. has been incorporated under the Dominion Companies' Act with a capital of \$9,000 and offices at River Hebert, N.S., to carry on a general navigation business, and in connection therewith to purchase the str. Harbinger. The Harbinger is a screw steamer of 17 n. h.p., built at Shelburne N.S., 1901, having the following dimensions:—Length, 97 ft.; breadth, 20 ft.; depth, 8.4 ft.; tonnage—gross 109 tons, register, 46 tons. The provisional directors are: A. V. Rockwell, H. and C. Kelly, A. W. Pugsley, of River Hebert.

The Charlottetown Steam Navigation Co. of P.E.I. is considering the question of having a larger and faster boat built for the

ber of the Montreal Harbor Commission, and it is stated that he will be succeeded by A. A. Allan as representative of the shipping interests.

The Government dredge W. S. Fielding, which is under construction at the Government dockyard at Sorel, will not be ready until late this year. The dredge was under construction in 1903, and was to have been at work on the St. Lawrence channel in 1904.

The directors of the Richelieu and Ontario Navigation Co. entertained a large party on board the str. Montreal, on May 20, when she was given a trial trip from Montreal to Point aux Trembles and return, prior to going on her regular run between Montreal and Quebec.

The str. Canada which was sunk in June, 1904, after the collision with the Cape Breton and was afterwards raised, has been rebuilt by the Richelieu and Ontario Navigation Co., at Quebec, and completed at Sorel. She left for Montreal, May 1, to take up her regular run between that port and Quebec.

Press reports from London, Eng., state that negotiations are in progress between the Dominion Government and a shipbuilding firm for the construction of another icebreaking

Ontario and the Great Lakes.

The Toronto Ferry Co. has added a new steamer, the Island Queen, built at Bronte, Ont., to its fleet.

T. R. Cossey is constructing a small steamer on Lake Wabigoon, Ont., for the Lake Wabigoon Steamboat Co.

The keel has been laid at Collingwood, Ont., for a steel drill scow for the Boone Dredging Co., for use in harbor improvement work.

The Department of Railways and Canals is considering tenders for the docking at the Port Colborne entrance of the Welland Canal.

The lighthouse at Burlington Beach is to be reconstructed. The proposition is to make the tower higher, and to add a fog signal apparatus.

Jas. Swift and Co. have chartered the freight steamer Nile to run between Kingston and Ottawa, Ont., on the Rideau Canal, stopping at all way ports.

A tug named the Frank L., for Capt. W. E. Oldfield, Parry Sound, Ont., has been launched. Her dimensions are: length, 72 ft.; breadth, 14 ft.; depth 6 ft.

The City of Montreal, formerly the China, reached Toronto May 3, where she is being