

etc., has applied to the Halifax Pilotage Commission to be placed under the half-rate pilotage section of the law. The pilots object and the matter has been referred to the Minister of Marine.

The Plant Line and Canada Atlantic Steamship Co. is negotiating for the purchase of an additional steamer in Great Britain. The company's chief engineer is in England examining the steamer. The company is rebuilding its wharf and store at Halifax, N.S., which were destroyed in the recent fire.

The St. John, N.B., City Council has passed a resolution instructing its officers to notify the C.P.R. that the council will pay back to the company \$50,000 under the terms of the agreement of June 1, 1896, and assume full control of the Sand Point wharves. No date is fixed in the notice when the money will be paid.

R. C. Elkin (Ltd.) has been incorporated under the New Brunswick Companies' Act, to carry on a general shipowning and forwarding business in New Brunswick. The capital is \$20,000 and the offices are at St. John. R. C. Elkin, St. John, is the principal promoter, and the provisional directors are members of his family or clerks in his office.

The tug steamer Togo, built for G. S. Campbell & Co., Halifax, N.S., was given a trial trip at Halifax recently, and proved in every way a good sea boat. Her dimensions are:—length, 80 ft.; breadth, 19 ft.; depth, 8 ft.; tonnage—gross, 97 tons, net, 66 tons. The engine and boiler were imported from Glasgow, Scotland, the boiler being a Scotch type, 10 ft. 6 in. long, by 10 ft.; and the engines, compound 14 and 28 in., by 22 in. stroke.

The Star Line Steamship Co. has purchased the Philadelphia str. Pokanoket to replace the David Weston, which was burned, on the St. John River run, from St. John to Fredericton, N.B. The price paid is reported to be \$25,000. The Pokanoket is a twin-screw, steel steamer, built at Brooklyn, N.Y., in 1894, and owned by the Inter-State Steamboat Co. Her dimensions are:—Length, 151.2 ft.; breadth, 29 ft.; depth, 8.7 ft.; tonnage—gross, 320 tons; net, 255 tons. She is fitted with two compound engines, cylinders 10 in. and 20 in. with 18 in. stroke; two water tube boilers, tested to 200 lbs. a square inch, and capable of developing 600 h.p.

The Maritime Newfoundland Shipping Co. (Ltd.), which has been incorporated under a special act of the Newfoundland Legislature to carry on marine salvage and wrecking round the coast of Newfoundland, has a capital of \$250,000 and offices at St. Johns. The company has placed an order for a wrecking steamer and other equipment in England, at a cost of \$100,000. Of the stock, part has been sold in England, \$22,000 in Newfoundland, and \$29,000 is now being offered for subscription. All the stock has been sold at par, and \$150,000 is being retained in the treasury to purchase further plant, etc. The officers and directors are:—President, J. S. Harrison, New York; Vice-President, M. P. Cashin, Cape Broyle, Nfld.; General Manager, Capt. A. Manly, St. Johns, Nfld.; Secretary, J. M. Lamos, Halifax, N.S.; other directors: M. P. Gibbs, St. Johns, Nfld.; A. Dickey, W. F. Smith, Halifax, N.S.

Province of Quebec Shipping.

The str. Restigouche has been placed on the Baie des Chaleurs to take the place of the burned str. Admiral.

Tenders are under consideration for the substructure of a bridge over the Lachine Canal at Atwater Ave., Montreal.

The amount expended by the Montreal Harbor Commissioners in raising the Windmill Point wharf to the high level up to Nov. 1, was \$613,000.

The str. Savannah has been chartered by the North Shore Steamship Line, to replace the str. St. Lawrence, recently wrecked, on the North Shore route.

The dredge Ottomac, of Prescott, Ont., which was brought to Quebec to work on the breakwater extension, was burned to the water's edge and sunk recently.

The Quebec Harbor Commissioners have fined Pilot A. Larochelle \$100, and suspended Pilot M. Lachance for life, for negligence while in charge of vessels on the St. Lawrence river.

The number of sea-going vessels arriving at Montreal from the opening of navigation to Nov. 1, was 742, against 734 for the same period, 1903; and the tonnage was 1,719,000 tons, against 1,725,000 in 1903. The number of inland vessels entering the port was 8,807, having a tonnage of 2,070,484 tons, against 9,675 vessels of 2,157,510 tons during the same period, 1903.

The second of the two ice-breaking steamers built at Paisley, Scotland, for the Dominion Government, has been named Montcalm, and is expected to reach Canada Dec. 1. She is larger than the Champlain, which reached Quebec Oct. 28, being 250 ft. in length and with a beam of 42 ft. She will be used mainly in the Gulf of St. Lawrence, it being intended that she will prevent the formation of the icebridge at Cap Rouge. During the open season she will be used as a lighthouse and buoy tender.

The icebreaking str. Champlain, built at Paisley, Scotland, for the Department of Marine, arrived at Quebec Oct. 28. She is a steel steamer having the following dimensions: length, 120 ft.; breadth, 30 ft.; depth of hold, 17 ft. 6 in.; draft, 11 ft.; freeboard, 8 ft.; tonnage, gross 522 tons, register 225 tons. She is fitted to carry first and second-class passengers, is lighted throughout by electricity, and is generally equipped with all modern appliances. She is capable of making 11 knots an hour. She was specially framed to give great strength, and her bows are constructed to make way through ice. It is reported that she will run between Riviere Ouelle station on the Intercolonial Ry. and Murray Harbor during the winter; but the original statement was that she was to be employed in keeping an open channel in the river, so as to lengthen the period of navigation into Montreal.

Ontario and the Great Lakes.

Capt. Magnuson, of the Standard Oil Co.'s str. Imperial, died at Sarnia, Ont., Oct. 26.

Capt. P. McGlade, of Kingston, Ont., will have a small steamer built for the river trade.

Capt. J. Randall is having a steam barge built at Kingston, Ont., for the Rideau Lakes trade.

The tug Maud S. has been purchased by Haskell & Wright, of Owen Sound, Ont., from H. N. Truesdale.

The Rideau Lakes Navigation Co. is figuring on prices for two new steamers to be built at Kingston, Ont.

The Lumsden Line str. Argo, built in 1903, for the trade on Lake Temiskaming, was burned near Haileybury, Ont., recently.

Capt. A. E. Foster, of Smith's Falls, Ont., proposes to have a steamer built during the winter for trading between Smith's Falls and Kingston.

Capt. R. Delaney, who for 50 years has been piloting steamers on Lake Ontario and the St. Lawrence River, died at Prescott, Ont. Oct. 28.

An order has been placed at Kingston, Ont., for a tug for W. Thompson, Orillia, for trade on Lake Simcoe. She will be 82 ft. long, and 16 ft. wide.

The total freight passing through the Canadian and the U.S. canals at Sault Ste. Marie, for Oct., was 5,573,909 tons, against 4,475,965 tons for Oct., 1903.

The Department of Marine has given notice to the lighthouse keepers on the Upper Lakes that all lights and other aids to navigation are to be kept in operation until Dec. 15.

W. Walsh, engineer, was recently presented with a gold watch, chain, and Masonic emblem, by the staff of the Niagara Navigation Co., Toronto, on resigning from the company's service.

The Thousand Islands Park Association is promoting a petition to the U.S. Congress, for the clearing of the St. Lawrence River channel so as to allow larger vessels to navigate the river and to land at the park.

The Dominion str. Bayfield has returned to Owen Sound, Ont., having completed her season's work on the hydrographic survey of Lake Superior. The area covered during the season was in the vicinity of Silver Islet.

The str. Turbinia will not go to the U.S. for the winter, as was anticipated, but will lay up at Hamilton, Ont. The question of placing an order for a second steamer for another route is said not to have been finally settled.

The str. Sovereign, built in 1903, for trading on Rice Lake, Ont., and adjacent waters, capsized while on a recent trip between Harwood and Peterborough. A heavy cargo on the upper deck caused the accident. The steamer will be raised.

The str. Greyhound, of Lindsay, Ont., recently purchased by Capt. E. Elliott, will be rebuilt during the winter. It is intended to increase the width by three feet, and to arrange the passenger accommodation so as to obtain a license to carry 150.

The str. Knute Nelson, owned by the Marine Transportation Co., Warroad, Minn., made her first trip to Rat Portage, Ont., recently. It is intended to run her regularly next year between Warroad and Rat Portage, in opposition to Rainy River Navigation Co.'s steamers.

The C.P.R. transfer str. Armstrong, operated between Prescott, Ont., and Ogdensburg, N.Y., sank in the St. Lawrence near the latter port, Nov. 10, owing to the shifting of a car of steel rails. The Armstrong was rebuilt in 1876, after being burned at Ogdensburg, and was sunk through the shifting of some coal cars near Morrisburg, in 1889.

The str. Kenosha, owned by the Kawartha Lakes Navigation Co., Lindsay, Ont., was burned to the water's edge at Lindsay, Oct. 22. She was valued at \$8,000, of which \$4,000 was covered by insurance. She was built at Lindsay in 1891, and was a paddle steamer, having engines of 100 h.p., her dimensions being:—Length, 112 ft.; breadth, 20 ft.; depth, 6.5 ft.; tonnage—gross, 266 tons, register, 170 tons.

The question of Canadian vessels in the Hay channel, at Sault Ste. Marie, is likely to form the subject of negotiations between Canada and the U.S. at an early date. The original channel through St. Mary's River was the boundary between the two countries, but when the U.S. Government cut the Hay Channel the water in the river was lowered to such an extent that the whole of the navigation has to pass through it.

W. F. Visgers and his associates operate steamers on the St. Lawrence River among the Thousand Isles, from New York state points, and desired to secure landing privileges at Alexander Bay and other docks at which the Thousand Islands Steamboat Co. claimed to have exclusive privileges. Legal proceedings were commenced in 1901 and have been going on in various courts ever since. Judgment has recently been given in the U.S. Supreme Court, sitting at Syracuse, N.Y., giving the Visgers the right to land at the wharves named.