

Maritime Provinces and Newfoundland.

J. A. Gordon has been appointed harbor master for Brudenel, P.E.I.

S. O'Brien has been appointed harbor master for Noel, N.S., and W. O'Brien a measuring surveyor for shipping at Windsor, N.S.

Orders are reported to have been placed with builders in Newfoundland for 15 fishing schooners to be built at Green Bay, Bonavista Bay, Trinity Bay and Conception Bay.

The Dominion cruiser Canada is being given an overhaul at the Government dock, Halifax, prior to being despatched on a training cruise to the West Indies, early in Jan., 1906.

An order-in council has been passed by the Dominion Government defining the boundaries of the harbor at Tenny Cove, N.S., and D. Lingard has been appointed harbor master there.

The stores of the Department of Marine and Fisheries wharf at Halifax have been moved to the new wharf at Dartmouth, N.S. The Halifax wharf will be given over to the Intercolonial Ry. early in Dec.

The license of the Eastern Steamship Co., of Portland, Me., to do business in New Brunswick has been renewed for a year from Nov. 1, under the terms of the act referring to extra-provincial companies.

The Glasgow, Scotland, steel steamer Hilda, 1,091.65 gross tons, 648.60 register tons, and equipped with engines of 120 h.p., was offered for sale at Halifax, N.S., Nov. 22, under mortgage foreclosure proceedings.

Capt. G. T. Lewis, Digby, N.S., is having built at Shelburne, N.S., a small steamer, which it is expected to have launched early in Dec. Her dimensions are:—length, 70 ft.; breadth, 18 ft.; depth of hold, 7 ft. 6 in.

A steamer to be named the Tricolor is under construction in England for the Wabana ore trade. She will have a carrying capacity of 7,000 tons, and will be chartered to the Dominion Iron and Steel Co. W. Wilhelmsen of Tonsberg, Norway, is the owner of the new steamer, as well as a number of others engaged in the same trade.

The Department of Marine has not made any decision as to the point at which the ice-breaking str. Montcalm will be stationed during the winter, but we are advised that the probabilities are that the vessel's services will be urgently required elsewhere than at North Sydney, N.S., where press reports stated she would be stationed.

The repairs to the str. Christian Knudsen have been completed, and she has been chartered for the winter to run between New Orleans, La., and Liverpool, Eng., with cotton. The steamer was badly injured in a collision with the str. Thrift, near Sydney, some time ago when on her summer route between Sydney, N.S., and Montreal in the coal trade.

The first auxiliary fishing schooner built at Shelburne, N.S., was launched there Oct. 27. Her dimensions are:—length, 70 ft.; breadth 17 ft.; depth of hold, 8 ft. 6 in.; register tonnage, 35 tons. She is rigged with pole masts, and will in light winds and calms be propelled by a screw driven by a 20 h.p. kerosene engine, capable of making six knots an hour.

D. McNicoll, Vice-President C.P.R.; A. Piers, Manager C.P.R. Steamship Lines, and Col. H. H. McLean, local solicitor at St. John, N.B., were at L'Etang, N.B., recently, and as some engineers connected with the G.T. Pacific Ry. visited the place during the summer it was reported locally that it was intended to develop it as a harbor for ocean-going steamers. Mr. McNicoll in answer to an enquiry, the Montreal Witness says, stated that so far as the C.P.R. was concerned there is nothing whatever in the story.

The electrical equipment of the new ferry steamer Ludlow built for the St. John, N.B.,

City Council, consists of two 4 k.w., 110 volt dynamos, 600 revolutions per minute, supplied by the Canadian General Electric Co., each direct connected to a single cylinder 4½ by 4 in. upright high speed engine, the steam connection being arranged for 80 lbs. pressure. The two wire system is used throughout the boat, but provision is made for the signal lamps and about 25% of the cabin lamps in case of breakdown of one of the generators by using a common return negative.

We are informed that work has already been commenced at Swan, Hunter & Wigham Richardson's yard, Newcastle-on-Tyne, Eng., upon the new steamer for the Charlottetown Steam Navigation Co., the general dimensions of which were given in our last issue, and that it is expected she will be launched in May, 1906. The steamer will be fitted with bilge-keels, to reduce rolling to the minimum; and water ballast tanks. The deck house will provide accommodation forward for the captain, ticket office, post office, and dining-room to seat 40 persons; while aft is the general saloon, two staterooms, ladies' cabin and lavatories, and smoking-room. The steamer will be provided with one steel and three wood lifeboats, each having a length of 24 ft., a breadth of 7 ft., and a depth of 3 ft.; one 20-ft. dinghy, and one 19-ft. gig. The crew will be accommodated forward and the clerks aft.

The plans for the proposed new ice-breaking steamer for the Prince Edward Island-mainland route have been prepared by C. Duguid, a British naval architect, and have been considered by a committee consisting of Capt. Finlayson of the str. Minto, Capt. Brown of the str. Stanley, and H. H. N. Rattenbury, of Charlottetown. The plans are for a twin screw steel steamer, 260 ft. long, 42 ft. beam, 18 ft. draft, and 5,000 horse-power. The bow is of the splitting type above, and the flat crushing below. The object is to split the piled up ice as well as crushing the pans. A report from St. John states that the committee has completed its investigations, and in a report states that previous experience with winter navigation has proved that after the steamers are withdrawn from Charlottetown the Georgetown-Pictou route is the safest and most reliable. It is taken for granted the new steamer will be used principally on these routes. The new boat should be 250 ft. long, 41 ft. beam, 20 ft. deep amidships, 16 ft. draught, and water ballast in stern to put her down at least 4 ft. additional aft, and with a speed of 18 knots, with bunkers and water ballast tanks full, the engines to be triple expansion, and placed well aft to afford more cargo space and relieve the necessity for so much water ballast. The water ballast tanks should be subdivided fore and aft, so that either could be emptied or filled as might be required. Pumping machinery should be large enough to be able to transfer the full ballast from one part to the other in 15 minutes. The propeller should be unbreakable, of the best material. The steamer should be provided with search lights of the most modern design, and have a separate dynamo of sufficient power to make an object visible at three miles.

Province of Quebec Shipping.

The Canadian Towing and Transportation Co., Montreal, is being wound up, D. Anderson being the liquidator.

The dredge work on the St. Lawrence ship channel between Quebec and Montreal was completed for the season Nov. 25.

About 400 ft. of the Dominion Government wharf at Sorel, Que., slipped into the Richelieu River, Nov. 11, sinking the Government str. Alpha.

The Norwegian str. Hero loaded a cargo of

225,000 bush. wheat and corn at Montreal for Europe, Oct. 27. The crew included a number of Chinese, for whom the owners had to put up bonds.

The Imperial Service Medal has been granted by the King for lengthened service to the following lightkeepers in the service of the Department of Marine:—H. Robillard, Isle Perrot, Que.; P. Boulaire, Lark Island, Que.; E. Simard, Monte duc Lac, Que.

A company is being formed at Roberval, Que., with a capital of \$50,000, to carry on a general navigation business on Lake St. John and adjacent waters. The projected route will be about 85 miles. T. J. Marcoux, H. J. Lyons and R. Dupont are principally interested in the project.

The Minister of Marine has announced that next session of the Dominion Parliament a bill will be introduced to reorganize the Montreal Harbor Commission. The proposal is to have a board of experts who shall devote the whole of their time to the work; the members to be appointed by and responsible to the Government.

The Sincennes-McNaughton Co. have completed plans for a new tug to be built at Sorel, Que., and to be ready by June, 1906. The hull will be 100 ft. long, and will be fitted with engines of 900 h.p. The engine and boilers will be constructed in Scotland and will be brought over in sections and put together at Sorel.

The extension to the breakwater at Quebec will, it is expected, be completed in the fall of 1906. It will be 1,162 ft. long. During Nov. the contractors were engaged in filling in the backing of the concrete wall, having six dredges at work. The Harbor Commissioners suggest that the breakwater should be extended for a further distance of 300 ft.

From the opening of navigation to Oct. 31 of the current year, 759 seagoing vessels, having a tonnage of 1,759,639, arrived in Montreal, as compared with 742 vessels, having a tonnage of 1,719,674, in 1904. The last steamer was scheduled to leave the port for the season Nov. 23. In 1904 the last departure for sea was Nov. 27, and the final closing of navigation was Dec. 9.

The Montreal Harbor Commissioners have adopted a resolution in favor of constructing a new shore wharf, 250 ft. wide, from Victoria pier, along the front, with the exceptions of sections 23 and 24 recently reconstructed. The length of the wharf will be 10,720 ft. including the reconstructed sections and the estimated cost of the work is \$3,044,329, excluding the cost of the railway tracks.

The officers of the St. Lawrence Floating and Wrecking Co. for the current year are: President, J. W. Harris; First Vice-President, H. A. Richardson; Second Vice-President, P. G. Martineau; Secretary-Treasurer, J. Durand; General Superintendent, J. B. D. Legare, Quebec; Auditor, G. Gauthier; Legal Adviser, F. D. Monk, M.P. Except where otherwise stated all the officers belong to Montreal.

The Quebec Transport Co. has been incorporated under the Dominion Companies' Act, with a capital of \$100,000 and offices at Quebec, for the purpose of carrying on a shipping and forwarding business, and in connection therewith to acquire steam and other vessels, wharves, warehouses, etc. The provisional directors are: T. Harling, J. G. Scott, W. Power, J. T. Ross, A. E. Doucet, of Quebec. The company put on a chartered steamer on a route between Quebec and Great Britain in Sept.

Residents of the Baie des Chaleurs district have petitioned the Dominion Government to subsidize a steamship service along the north shore of the St. Lawrence. At present a schooner gives a fortnightly service from Gaspe, and the proposal is to put on a steamer to give a weekly service connecting at Gaspe with the steamers Eileen, Quebec and Gas-