

agency at St. John, N.B., recently held by Schofield and Co., local agents of the Robert Reford Co., Montreal, has been transferred to W. Thomson and Co.

The Dominion Atlantic Ry. Co.'s steamship Yarmouth, which was recently severely damaged by running aground at Black Point, has been fitted with a false bottom, and taken to New York for thorough repair.

The Dominion Government has decided to build a wharf at St. John, N.B., extending from the end of the wharf now being built by the city to the harbor line, and north-west along the harbor, at an estimated cost of \$300,000. Tenders will be invited for the work at an early date.

The schooner Baden Powell, which left Halifax, N.S., Sept. 7, for the Antarctic ocean, has been wrecked at Falkland islands, and become a total loss. She was built at Lunenburg, N.S., in 1900, her dimensions being: length, 90.6 ft.; breadth, 24.0 ft.; depth, 9.6 ft.; tonnage, 94 register.

The schooner Oceanic, bound from New York to Halifax, N.S., struck on the Half Moons recently, and became a total loss. She was built at Lunenburg, N.S., in 1904, and owned in LaHave, N.S. Her dimensions were: length, 95.5 ft.; breadth, 25.5 ft.; depth, 10 ft.; tonnage, 99 register.

The St. John, N.B., harbor commission committee is to prepare a report of work done on the harbor works, and also a scheme of harbor improvements, which it is proposed to lay before the Dominion Government. The City Council recently refused the request of the committee for the allocation of funds with which to engage the services of a competent engineer and accountant for the preparation of such a scheme, but promised to supply all necessary information.

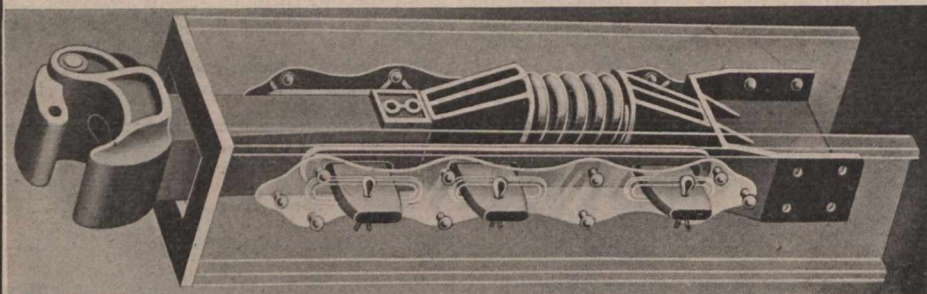
A press report states that a proposal is on foot to form a company with a capital of \$250,000 and a directorate composed of Nova Scotia and Boston, Mass., capitalists, to inaugurate an additional steamship service between some point in Nova Scotia, not yet decided upon, and Boston. The management of the Halifax and South-western Ry. has been approached on the subject, and it is anticipated that arrangements will be made with that company. It is announced that \$150,000 has already been subscribed.

The Charlottetown, P.E.I., Board of Trade, at a meeting held Jan. 8, passed a resolution asking that the ferry service across Northumberland strait, winter and summer, be owned and managed by the Department of Railways. The President, in his address, said that Brule, N.S., would be a more suitable winter terminus than Pictou. Brule at present is without railway accommodation, but it is the terminus of a line which the Midland Ry. of Nova Scotia (now owned by the Dominion Atlantic Ry.) proposed to construct from Truro.

The Dominion Government has passed an order-in-council, annulling the existing coasting privileges of foreign vessels. The order provides that after Jan. 1, 1909, no goods nor passengers shall be carried by water from one part of Canada to another, except in British vessels. In this connection a press report recently stated that the result of this order would shortly be seen in the transfer en bloc of about 50,000 tons of Norwegian shipping, at present engaged in coasting, mostly with coal, to the Canadian register.

The Magdalen Island Steamship Co. is having a steamship built in England, to be named Evangeline. Her chief dimensions will be: length, 175 ft.; breadth, 28 ft.; with a draft of 11 ft., carrying 500 tons

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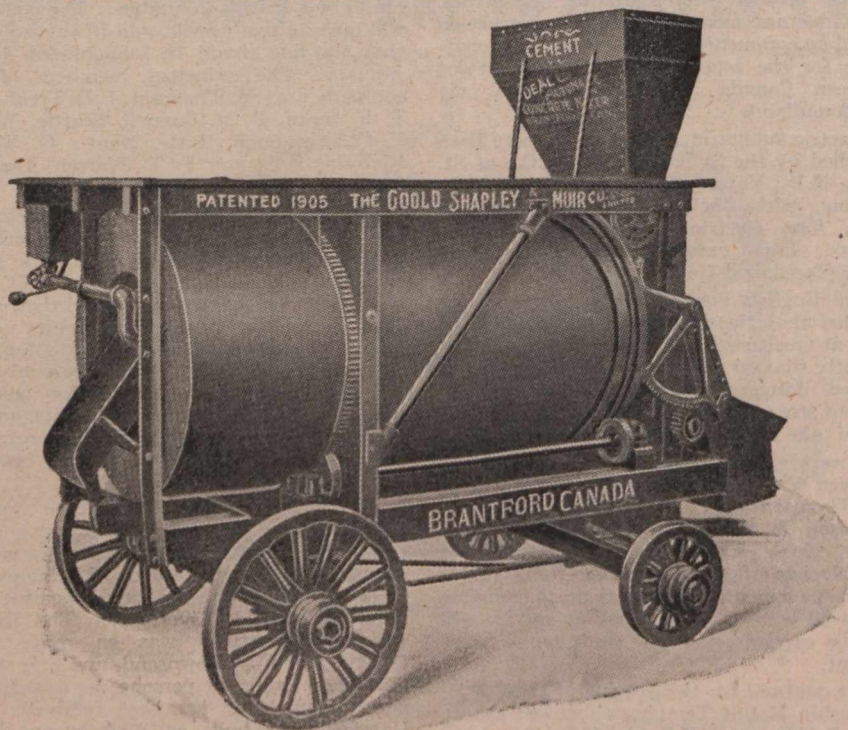
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