

been disclosed. The purchasers, it is stated, will improve the plant and make it available for larger vessels.

The report of the Eastern Steamship Co. shows earnings for 1904 of \$1,447,783; operating expenses, \$1,165,099; charges, \$72,177; surplus, \$210,505. A dividend of 3% was paid, leaving a balance of \$120,000. The company has a capital of \$3,000,000.

The Tidal and Current Survey Branch of the Department of Marine has issued tide tables for Charlottetown, P.E.I.; Pictou and St. Paul Islands, N.S., with tidal differences for Northumberland Strait, the southwestern side of the Gulf of St. Lawrence, the north coast of Prince Edward Island and Cabot Strait.

The Strathern Shipping Co. has been incorporated under the Dominion Companies' Act, with a capital of \$16,000 and offices at Halifax, N.S., to acquire the barque Strathern, and carry on a general shipping business in Canada. The provisional directors are: H. McInnes, W. H. Fulton, J. B. Kenny, T. W. Murphy, H. McK. Mosher, of Halifax.

The winter steamers, Minto and Stanley, operating between Pictou, N.S., and Georgetown, P.E.I., were unable to leave port for over a month prior to Mar. 3, on which date they got within two miles of each other, a heavy ice field lying between. The Stanley's passengers and freight were transferred across the ice to the Minto, and so reached Pictou. The service was maintained in this way for some days until the steamers were frozen in.

The fleet of the Dominion Coal Co. for 1905 will consist of its own steamers Cobban, Louisbourg, Cape Breton, Bonavista and Cansu; the chartered steamer Turpin for the coasting trade alone; and the following chartered coal carrying steamers: Catalone, Mystic, Dominion, Troungendol, Tancred, Britanic, Harrod, Ovidia, Smyrna and James Ross. The latter is a new steamer now being built at Middlesboro-on-Tees, Eng., and will have a capacity of 7,000 tons.

The Interprovincial Navigation Co. of Canada is composed of residents of Campbellton, N.B., and the counties of Bonaventure and Gaspé, Que., and is managed by F. S. Blair and D. E. Richards, of Campbellton. The company proposes to develop the Baie de Chaleur route, upon which the str. Admiral plied for years with Dalhousie, N.B., as the westerly terminus. The east-erly terminus will be at Gaspé, Que. The company's str. Lady Eileen will leave Campbellton every Wednesday and Saturday, upon the arrival of the I.C.R. Maritime express Saturday trip will be run in connection with the Ocean Limited. The tourist travel into this district has been growing for some years, and a more modern and commodious steamer was necessary in order to provide the accommodation demanded. The Lady Eileen is a steel twin screw steamer, built at Glasgow, Scotland, having the following dimensions:—length, between perpendiculars, 168 ft.; overall, 185 ft.; breadth, 31 ft.; depth, moulded to main deck, 11 ft., 6 in.; draught, 9 ft., 6 in. She is fitted with steam steering gear and handling cargo quickly; steam heated; is equipped throughout with electric light and light. She has sleeping accommodation for 100 first-class and 50 second-class passengers, and a hold capacity for 350 tons of cargo. She has two sets of triple expansion engines, cylinders, 12 in., 20 in. and 32 in. diameter, by 24 in. stroke, steam being supplied by two Scotch marine boilers 12 ft. 6 in. diameter by 10 ft. long, at a working pressure of 180 lbs. The Lady Eileen will be commanded by Capt. L. J. Pouliott, who for the past 20 years commanded the str. Admiral on the route.

Province of Quebec Shipping.

The Montreal Transportation Co. has charted two of its barges to carry pulpwood.

The new str. Montreal will be placed in service by the Richelieu and Ontario Navigation Co. May 23, on the run between Montreal and Quebec.

A movement has been inaugurated in Montreal to have that port declared to be a free and national port under Government supervision, and a petition asking for this is being arranged for.

The Quebec Steamship Co. has been voted a subsidy of £4,500 for the first year and £2,500 for the second year, from the Bermuda Legislature, in connection with the improvement of the New York-Bermuda service, by the addition of the new twin screw str. Bermudian.

The Richelieu and Ontario Navigation Co. has offered to sell to the Montreal City Council the ferry steamer Le Cultivateur, and the whole ferry outfit for \$40,000, so that the city could operate the ferry between Montreal and St. Helen's Island, or the company will continue to operate the ferry for a bonus of \$2,000 a year.

The Dominion Government is being asked to continue the subsidy of \$10,000 a year to Davis & Son, of Levis, Que., in consideration of their keeping the wrecking steamer Lord Strathcona and plant in readiness to assist vessels stranded above or below Quebec, on such conditions of service as the Government may deem reasonable.

Cunningham and Wells (Ltd.) has been incorporated under the Dominion Companies' Act, with a capital of \$250,000, and offices at Montreal, to acquire the business of Cunningham & Wells, carters and carriers, and in connection therewith to operate barges, tugs and steamers. The provisional directors are: Jno., F. E., and W. N. Cunningham; W. J. Wells and M. Armstrong, of Montreal.

G. Greene, jr., a New York engineer, has been engaged by the Department of Marine to examine the plans of the sheds which it is proposed to erect at Montreal. The plans were prepared by J. Kennedy, the Harbor Commissioner's engineer, and after having been approved by that body, some objection was taken to them by certain of the shipping interests, and a good deal of friction resulted.

The Gulf Whaling Co. has been incorporated under the Dominion Companies' Act, with a capital of \$295,000, and offices at Montreal, to purchase and operate steam and other vessels, construct wharves, docks, etc., and to engage in whaling and general trading operations in Canada. The provisional directors are T. Gauthier, P. Galibert, Rolland Prefontaine, Montreal; B. Sawyer, N. Smellie, Westmount, Que.

The str. China, hitherto operated in the Anchor Line of Buffalo, N.Y., has been purchased by Canadian owners, and will be run during the coming season in the line of steamers operated by G. A. Jaques & Co., Montreal. The China will be run between Cleveland, Toledo, Ohio, and Montreal. The China is an iron screw steamer, built at Buffalo, N.Y. in 1871, having the following dimensions: length, 210 ft.; breadth, 32 ft.; depth, 14 ft.; gross tonnage, 1,239 tons; net tonnage, 931 tons. The steamer will be overhauled and refitted with new boilers, and a new fore and aft engine, before being put on the route.

Ontario and the Great Lakes.

F. S. Spence has been elected Chairman, and J. T. Matthews, Vice-Chairman, of the Toronto Harbor Commissioners for the current year.

The steam tug Queen, heretofore engaged on Lake Nipissing, has been purchased by W.

B. McLean & Co., and has been transferred to Trout Lake.

The Dominion Government is preparing to erect a dock, wharf, storehouses and other buildings at Windsor, Ont., as a permanent depot for the lake cruiser Vigilant.

Negotiations are reported in progress with the Thousand Islands Steamboat Co. for the purchase of its str. Pierrepont, at present laid up at Cornwall, Ont. The price offered is reported to be \$12,000.

The str. City of Grand Rapids has been purchased by Capt. Averill, of Cleveland, Ohio, who purposes placing her on the run between that city and Port Stanley, Rondeau and other points on the Ontario shore of Lake Erie.

The Ontario and Quebec Navigation Co. has been incorporated under the Ontario Companies' Act, with a capital of \$50,000, and offices at Picton, Ont., to carry on a general transportation business. The provisional directors are B. R., Jas. DeC., and R. G. K. Hepburn, of Picton, Ont.

The Farrar Transportation Co., Collingwood, Ont., declared a dividend of 10% for the year 1904, and decided to purchase a second steamer of full canal size. The directors for the current year are: Capt. Scott, F. A. Bassett, and Pearson, T. Wylie, — Ferris, W. R. Roland, W. Carmichael, G. E. Fair, and — McCallum.

The Marine Transportation Co. of Ogdensburg has been incorporated under the laws of the State of New York, with a capital of \$20,000, to operate steamers on the Great Lakes and on the St. Lawrence River, from Ogdensburg, New York, to Prescott, Ont. The directors include G. L. Ryan, of Ogdensburg, N.Y., and H. J. Bartlett, of Orillia, Ont.

The Canadian Ore Dock Co. has been incorporated under the Ontario Companies' Act, with a capital of \$500,000, and offices at Toronto, to construct docks, wharves, etc., at Port Arthur, Ont. The company is being organized in connection with the blast furnaces, etc., which it is proposed to construct at Port Arthur, in which Mackenzie, Mann & Co. are interested.

W. P. Hinton, General Freight and Passenger Agent, Canada Atlantic Ry., Ottawa, writes that the "actual result of elevation to boats from Fort William and Port Arthur to Depot Harbor, Ont., during last season of navigation was 7,310,213 bush., or half of the entire quantity of Canadian grain moved to Canadian ports." This is in correction of figures published in our last issue.

A clam dredge was launched at the Polson Iron Works, Toronto, Mar. 4, for use at Toronto Island. It is 87 ft. long, 35 ft. beam, and 7.1 ft. deep. The hull is divided into seven bulkheads, three of which are watertight; and is planked with 6 in. boards on the sides, and 4 in. boards on the bottom. The dredge will carry a 40 ft. dipper crane, operated by an independent hoisting engine.

The Montreal and Lake Erie Steamship Co. has been incorporated under the Dominion Companies' Act, with a capital of \$180,000 and offices at Toronto, to carry on a general navigation business, wreckage and salvage operations, and to construct wharves, etc. The provisional directors are: James Carruthers, C. A. Jaques, Montreal; J. H. Hall, Ottawa; W. D. Matthews, F. D. Benjamin, S. Samuel, C. W. Bond, and Geo. Summerville, Toronto.

The Algoma Central and Hudson Bay Ry. has decided to operate a line of steamers between Toledo, Ohio; Owen Sound, Parry Sound and intermediate ports along the north shore of Georgian Bay, to Sault Ste. Marie, Ont., during the summer. The King Edward will run from Toledo to Sault Ste. Marie; and the Ossifrage and Minnie M. will run between