

coast of Scotland it is assumed that she was wrecked shortly after leaving Glasgow.

The following Government appointments in Nova Scotia have been announced: F. P. Chiasson, harbor master, Margaree; P. L. McFarlane, harbor master, Baddeck; S. C. McMillan, receiver of wrecks, Isaac's Harbor district; J. Melonson, Port Warden, Annapolis Royal.

The British Secretary of State for the Colonies recently announced that the whole question of the promotion and extension of trade relations between Canada and the West Indies, including improved steamship communication, would be covered by the Royal Commission appointed to enquire into it.

The Leyland Line, which it was recently announced was to withdraw from the St. Lawrence route, has been amalgamated with J. H. Welsford & Co., owners of the Gulf Transport Line, in England. The bulk of the Leyland staff will be retained by the new management, and a considerable reduction of capital will be made.

The Newfoundland barque *Lairnia* was wrecked recently at Chance Cove, about 15 miles from Cape Race, and became a total loss. She got safely to shore after considerable difficulty. She was a wooden vessel, built at Glasgow, Scotland, in 1869, her dimensions being: Length, 125.1 ft.; breadth, 24.1 ft.; depth, 13.6 ft.; tonnage, 251 register.

The Union Steamship Co. is reported to have decided to build another steamship similar to the s.s. *Makura* for the Canada-Australia route, at a cost of about \$2,000,000. It is stated that the company, which at present receives a subsidy of \$325,000 annually, is prepared to place two more vessels on the route, if the subsidy is increased by \$100,000.

The Osaka Shosen Kaisha, which is to inaugurate a trans-Pacific service in June, in connection with the Chicago, Milwaukee and Puget Sound Ry., has chartered the British s.s. *Strathearn*, owing to its inability to complete some of the vessels under construction by the time mentioned. One of the six vessels to be operated by the company is to be named *Canada Maru*.

The Nippon Yusen Kaisha's s.s. *Aki Maru*, which arrived at Seattle, Wash., recently, reported that telegraph communication had been maintained with either the Japanese shore station or the Vancouver Island station throughout the whole voyage across the Pacific. This was not accomplished direct with shore stations all the time, but by means of relays through other vessels of the same fleet leaving or approaching either shore.

The Minister of Marine gave notice in the House of Commons, Mar. 3, of a resolution empowering the Government to enter into a contract for a subsidized line of steamships between Canada and France. The aggregate amount to be paid is not to exceed \$200,000 a year, and at least 15 round trips must be made during the year. The Government's intention is said to be to enter into a new contract with the Allan Line for a 15-knot service, replacing the present 12-knot service.

Press reports state that the keels of two Atlantic liners for the C.P.R. have been laid at Govan, Scotland. It is stated that the new vessels will be a great advance on the present *Empresses*, both in accommodation and speed. Sir Thos. G. Shaughnessy, while in St. John, N.B., recently, stated in response to a question as to the transfer of the *Empress* vessels to the Pacific route, that he had nothing to add to what had already been said, except that the scheme had not assumed a definite shape.

C. N. Armstrong, who recently returned to Montreal from London, Eng., is reported to have said that the work in connection with the projected "all red" route from England, via Black Sod Bay, Ireland, will be pushed on, immediately on the passage of the bonus bills by the British Parliament. The subject does not appear to have been mentioned in the British Parliament during the present session, in any form, and there seems no likelihood of the matter being dealt with during the present year at any rate.

The grounds on which the Allan Line is protesting against the entrance of the White Star Line into the Canadian trade, are that the latter line agreed to remain out of the St. Lawrence trade, or else to keep its name out of it. The steamships *Laurentic* and *Megantic* will, as has been announced, take up the St. Lawrence route on the opening of the season, operating in conjunction with the Dominion Line as the Dominion-White Star Line, and this is looked upon as an infraction of the agreement with the Allan Line. Both the Dominion and White Star Lines are owned by the International Mercantile Marine Co. The matter is being arbitrated upon.

The Canada Line, a joint service between continental Europe and Canada, operated by the Hamburg American Line, the Holland American Line, and the North German Lloyd, in connection with the C.P.R. and G.T.R., was inaugurated Mar. 19 by the sailing of the s.s. *Prinz Oskar* from Rotterdam for Halifax. Three twin-screw steamships will be utilized on the route, viz., *Prinz Oskar* and *Prinz Adalbert*, sister vessels, of 6,000 tons gross, owned by the Hamburg American Line, and *Willehad*, 4,800 tons gross, owned by the North German Lloyd. The ports of call are: Halifax, St. John and Portland, Me., on the winter schedule, and Quebec and Montreal in the summer. The Canadian office of the line is at Montreal, under J. Thom's management, and agencies have been established at Quebec, Toronto and Winnipeg.

Maritime Provinces and Newfoundland.

Capt. R. Keay has been appointed harbor master at St. Andrews, N.B.

The La Have Steamship Co., Ltd., has declared a dividend of 5% for the past year.

N. Martin has been appointed harbor master and port warden of Port Hawkesbury, N.S.

An order-in-council was passed recently, rescinding a previous order prohibiting the use of trawls in St. Mary's Bay, N.S., from Oct. 1 to June 30.

The Halifax and Inverness Steamship Co.'s s.s. *Strathlorne* is having her machinery installed at Halifax. The hull was built at Mahone Bay, N.S. When completed she will be operated between Halifax, Cape Breton ports and Prince Edward Island.

The C.P.R., under the franchise of the New Brunswick and Canada Ry., has deposited with the Dominion Public Works Department, plans and description of the site of a wharf which it proposes to construct at St. Andrews, N.B.

The Island Tug Co., Charlottetown, P.E.I., owns 2 steam tugs and one twin-screw passenger and freight steamer *Harland*. The latter is under contract with the P.E.I. Government, and the tugs have been hired by the Dominion Government to attend the dredges *Montague* and *Prince Edward*.

The North Shore Steam Ship Co., Ltd., has been incorporated under the Dominion Companies Act, with a capital of \$50,000 and office at Sydney, N.S., to own and

operate steam and other vessels, and to carry on the business of shipowners and common carriers within and without the Dominion. The provisional directors are: J. T. Burchell, J. A. Young, W. F. Burns, C. M. Burchell and H. Ross, Sydney, N.S.

At a recent meeting of the St. John Board of Public Works, the question of increased wharf accommodation was referred to a committee. It was stated that the Eastern Steamship Co. is making application for the berth now occupied by the s.s. *Senlac*, which is to be removed to another route. The company, it is said, will put on a morning boat, to connect with the s.s. *Prince Rupert*.

The Marine Department has given notice that the whistling buoys formerly moored near Pubnico harbor lighthouse, Shelburne harbor entrance, Liverpool bay, northeast shoal off the south coast, Nova Scotia; and near Indian rocks, P.E.I.; the gas buoy and the bell buoy at Thrumcap shoal, Halifax harbor, N.S., and the bell buoy at Prim reefs, Hillsborough Bay, P.E.I., have been replaced by combined gas and whistling buoys.

Press reports state that the s.s. *Senlac*, which has been operated between Halifax and St. John for the past few years, is about to be withdrawn from that route, and run between Gaspe, Quebec, and Campbellton. She is managed by W. Thomson & Co., St. John, N.B., and receives about \$10,000 a year in subsidies. It is stated that the opening of the railway between Halifax and Barrington has interfered with her trade. The *Senlac* was recently quarantined with smallpox on board, and the agents are reported to have said that she will be laid up.

Application is being made to the N.B. Legislature for an act incorporating the New Brunswick Docks and Terminals, Ltd., with power to construct and operate docks, dockyards, wharves, piers and terminals at Bathurst and such other port or ports on the Bay Chaleur and Miramichi River, as may be selected for the purpose. Those mentioned in the application are: G. E. Drummond, T. J. Drummond, E. McDougall, Montreal; W. F. C. Parsons, Londonderry, N.S.; J. J. Drummond, Midland, Ont.; W. M. MacLeod, and R. W. Cooper, London, Eng.; all of whom are interested in the Canada Iron Corporation Ltd.,

The Avon Marine Insurance Co., of Windsor, N.S., was wound up recently. It was organized in 1851, in the days when wooden shipbuilding was a flourishing industry in the province. The original capital stock paid up was \$25 a share, and for 3 years dividends of \$65 a share were paid, and subsequently for a number of years dividends of \$50, \$45 and \$40. In the winding up \$112 a share, making a total of \$44,800, has been paid to the shareholders. The Secretary of the company was presented with the office furniture, and the President with a model of a barque.

The s.s. *Beothic*, built at Glasgow, Scotland, for Job Bros., St. John's, Nfld., for sealing purposes, arrived there recently. The arrangement of holds, crew's quarters, etc., is similar to that on other vessels of the same firm. Forward under the peak deck are the crew and firemen's quarters, on the bridge deck are captain's room and chart room, and underneath this the saloon, with staterooms on each side, having accommodation for 10 passengers. Her dimensions are: Length over all, 252.8 ft.; length between perpendiculars, 240 ft.; breadth (moulded), 35.6 ft.; depth (moulded), 19.2 ft.; depth of hold, 16.11½ ft.; mean draught (laden), 17.9¼ ft.; tonnage, 1,140.13 gross, 471.42 register; deadweight (including bunkers), 1,505 tons; total water ballast, 412 tons; capacity for grain, 94,460 cubic ft.; capacity for bales, 90,000 cubic ft.