

The Customs outport of Pinette, under the survey of Charlottetown, P.E.I., has been abolished, and all business will in future be transacted at the latter port.

The Reid Newfoundland Co. proposes to put on a daily steamer service between Sydney, N.S., and Port aux Basques, Nfld., next season. It is understood that an order will shortly be placed for a steamer larger than the Bruce, for the service.

The Dominion cruiser Kingfisher, now lying at Shelburne, N.S., has been ordered to be sold. She is a schooner built at Shelburne, N.S., 1892, and having the following dimensions:—Length, 100 ft.; breadth, 23.7 ft.; depth, 10 ft.; register tonnage, 107 tons.

During 1904 there were built in Nova Scotia 87 schooners and one steamer, having a total of 2,827 tons; and there remains on the register 2,880 schooners and 65 steamers having a total of 125,506 tons register, an increase of 78 schooners and nine steamers over 1903.

The Fredericton and Woodstock Steamboat Co. has decided to sell its steamer Aberdeen. The officers and directors for the current year are: President, J. S. Neill; other directors: W. Fisher, M. B. McNally, F. R. Brooks, J. Palmer, G. T. Whelpley, R. Scott; Secretary-Treasurer, J. H. Barry.

Steps have been taken at Halifax, N.S., with the object of promoting the formation of a large company to carry on steel ship-building there. Local capitalists have subscribed \$15,000 and Swan and Hunter, ship-builders, Newcastle-on-Tyne, England, a similar amount. This company controls the available sites, and proposes to negotiate with firms or private persons desirous of starting a yard. The municipal and provincial bonuses available amount to \$300,000, besides which the Dominion Government offers a subsidy for the tonnage turned out.

The new steamer which is being built at Glasgow, Scotland, for the Baie des Chaleurs route, by Russell & Co., will be named the Lady Eileen. She will be constructed of steel, fitted with twin screws, and will be driven by triple expansion engines at a speed of 15 knots an hour. Her dimensions are: length, 185 ft. over all; breadth, 31 ft.; depth, 12 ft. 6 in.; with a depth at the water line of 9 ft. 6 in. In addition to a large freight capacity and quarters for the crew, accommodation will be provided for 100 saloon and 100 second-class passengers. The steamer is to be completed for delivery at Glasgow, April 10, and is expected to reach

Canada by the end of the month. The steamer is owned by the Interprovincial Navigation Co., of Canada, which has its offices at Richardsville, N.B., and will trade from Campbellton, N.B., to Gaspe and other points on the Baie des Chaleurs coast in N.B. and Quebec. The company has agreements with the Dominion Government respecting the carriage of the mails, and with the Intercolonial Ry. respecting the train and boat connection at Campbellton. The officers of the company are: President, D. Richards, Campbellton, N.B.; other directors: J. F. Grute, T. Enright, Bonaventure county, Que.; A. T. Carter, J. X. Lavoie, Gaspe county, Que.; Secretary-Treasurer and Manager F. S. Blair, Campbellton, N.B.

Province of Quebec Shipping.

The Richelieu and Ontario Navigation Co. has passed a resolution asking the Government to construct a marine railway at Sorel, Que.

The Montreal Transportation Co.'s officers for the current year are: President, B. McLennan; Managing Director, J. A. Cuttle; Secretary, G. M. Kinghorn; other directors: T. A. Crane, A. Kingman, S. Robertson, A. E. Ogilvie.

The Quebec Board of Trade favors the construction of a second graving dock there, a site at Spencer Cove being suggested. In 1904 several owners had to send their vessels to Halifax, N.S., owing to the Quebec dock being occupied.

The North American Transportation Co. is seeking to recover \$5,000 from the Atlas Assurance Co., and \$4,000 from the British America Assurance Co., insurance on the str. Admiral, which was burned to the water's edge in Montreal, Sept., 1904.

The proposal to construct a ship canal from the St. Lawrence River to Lake Champlain, for which the Lake Champlain and St. Lawrence Ship Canal Co. obtained a Dominion act in 1898, is again before Parliament, the promoters asking for an extension of seven years for the completion of the work.

The judgment of Capt. Salmon upon the investigation before him as Wreck Commissioner, of the circumstances attending the sinking of the Richelieu and Ontario Navigation Co.'s str. Canada, after collision with the Black Diamond Line str. Cape Breton in June, 1904, is being ignored by the Minister of Marine. The matter was discussed in

Parliament, and the Minister stated that the inquiry was only a preliminary one, and that the judgment was illegal. Pilot St. Louis of the Canada still continues as a pilot.

The position of the Montreal Harbor Board was discussed in the House of Commons recently, in the course of which the Minister of Marine stated that it was intended during the current year to revise the constitution of the Board. From what was stated by different speakers it would appear that there is a considerable diversity of opinion between the Board and the Government upon matters affecting the welfare of the port, and that as a result the works necessary to meet the demands of the trade are not progressed with as speedily as could be wished. The Government proposal is to have a commission of five members nominated by the Government and responsible to it for the control of the harbor, the docks, wharves, sheds, etc.

Ontario and the Great Lakes.

N. P. Horton has been appointed measuring surveyor of shipping for the port of Owen Sound, Ont.

The Pere Marquette Rd. engineers have been making surveys at Courtright, Ont., with a view of building a dock about 1,000 ft. long.

It is said that negotiations have been going on for the purchase by the C.P.R. Co. of the Northern Navigation Co.'s steamship Huronic, but it is not expected that the sale will take place.

The Toronto Board of Control has decided to advertise for tenders for the lease of the Geddes and Harbor Square wharves, and to have a report upon the new buildings for the Island ferry service, and the sheds for the Turbine Steamship Co.

The alterations and repairs to the str. Modjeska have been practically completed at the yard of the Bertram Engine Works, Toronto, and it is the intention of the Hamilton Steamboat Co. to place her on the Hamilton-Toronto run as soon as navigation opens on Hamilton Bay.

The report that W. Evans, Toronto, Inspector of Hulls for Western Ontario, had been directed to make Collingwood, Ont., his headquarters for the future is incorrect. E. W. McKean, Inspector of Machinery and Boilers, heretofore at Toronto, has, however, had his office changed to Collingwood.

MONTREAL STEEL WORKS

MANUFACTURERS OF STEEL CASTINGS

LIMITED

(ACID OPEN HEARTH SYSTEM)

SWITCHES AND TRACK WORK

FOR STEAM AND ELECTRIC ROADS

SPRINGS

OF ALL KINDS

MANGANESE STEEL CASTINGS

For wearing Parts, Insuring Great Hardness and Durability

INTERLOCKING PLANTS

WORKS AND OFFICE: CANAL BANK, PT. ST. CHARLES, MONTREAL