

Steamship Service Between Prince Edward Island and the Mainland.

The Charlottetown Steam Navigation Co. Ltd. advises us that it has decided not to resume its service between Prince Edward Island and the mainland in the spring, and that it will close out its business. For a great many years it has operated steamships between Summerside, P.E.I. and Pointe du Chene, N.B., and between Charlottetown, P.E.I. and Pictou, N.S. During recent years it has run the s.s. *Empress* between Summerside and Pointe du Chene, and the s.s. *Northumberland* between Charlottetown and Pictou as long as weather permitted each year, the winter service having been performed by Dominion Government icebreaking steamships between Pictou and Charlottetown when possible and at other times between Pictou and Georgetown, P.E.I. when Charlottetown harbor became blocked. During the past winter this service was given by the s.s. *Prince Edward Island* and the s.s. *Stanley*. When ice conditions have prevented the winter boats running, the mails and any passengers compelled to make the journey were conveyed in open boats between Cape Tormentine, N.B. and Cape Traverse, P.E.I., a distance of about 9 miles across Northumberland Strait, and which was the only route available until icebreaking vessels were provided.

In 1864 the *Prince Edward Island Steam Navigation Co.* was formed to operate between Charlottetown, P.E.I., and Pictou, N.S.; between Summerside and Georgetown, P.E.I., and Port Hawkesbury, N.S.; and between Summerside and Pointe du Chene and Chatham, N.B. The services were performed by the s.s. *St. Lawrence* and s.s. *Princess of Wales*. In 1891 the Charlottetown Steam Navigation Co., Ltd., was incorporated under the Dominion law and took over the old company's affairs, the change being one of name only. In 1891 the s.s. *Princess of Wales* was broken up, the steel s.s. *Northumberland* taking her place. The steel s.s. *Princess* was sold in 1896. The steel s.s. *Princess* took her place. The latter vessel was sold in 1906 to the Marine and Fisheries Department, her place being taken by the steel s.s. *Empress*. The present directors of the Charlottetown S. N. Co. are: W. W. Owen, President, A. E. Ings and John Richards.

The Charlottetown Steam Navigation Co. has sold its s.s. *Northumberland* to the Dominion Trade and Commerce Department, and has about completed arrangements for selling the s.s. *Empress*, but the name of the latter's purchaser is not yet available. It is said to be the Trade and Commerce Department's intention to run the *Northumberland* this year between Summerside and Pointe du Chene and to carry on the service between Charlottetown and Pictou with the C.G.S. *Stanley*, owned by the Marine and Fisheries Department, but a later report says the *Stanley* is not suitable for the service, having been specially built for icebreaking. The s.s. *Princess*, which was formerly run by the Charlottetown Steam Navigation Co. on that route, and which was sold to the Marine and Fisheries Department in 1906, is stated in another report as likely to be put on the Charlottetown-Pictou run again this year. It is not expected that the car ferry terminals at Carleton Point and Cape Tormentine will be ready in time to permit of their use by the s.s. *Prince Edward Island* until early in December next.

On July 31, 1914, the Dominion Government acquired the New Brunswick and Prince Edward Island Ry., from Sackville to Cape Tormentine, and had the car ferry s.s. *Prince Edward Island* built to run between Cape Tormentine and Carleton Point, P.E.I., near the old open boat landing place at Cape Traverse. A spur line has been built from Carleton Point to the P.E.I.Ry's Emerald Branch and as soon as the steamship terminals are completed at Cape Tormentine and Carleton Point the s.s. *Prince Edward Island* will commence running between those points. The intention is to widen the P.E.I.Ry. gauge from 3½ ft. to 4 ft. 8½ in. so that there will be no transshipment of freight to and from the Island, as is now necessary owing to the different railway gauges.

There are conflicting reports from Charlottetown as to the management of the steamships to be operated by the Government between Prince Edward Island and the mainland this year. One report stated that G. W. Wakeford, who has been Manager of the Charlottetown Steam Navigation Co. for several years, would manage them, while a later report says he has declined to do so on account of the non suitability of some of the vessels proposed to be employed.

Great Lakes Transit Co. Organized.

The Great Lakes Transit Corporation, organized with a capital of \$20,000,000 by W. J. Connors, of Buffalo, N.Y., has taken possession of the vessels purchased from the New York Central, Pennsylvania, Erie, Rutland and other railways. Among the vessels, which have been engaged in lake traffic, are three passenger steamers, which are said to have cost \$1,000,000 each. The combined capacity of the entire fleet is more than 150,000 tons. The officers elected by the company are: W. J. Connors, Chairman of Board; J. C. Evans, President; M. M. Marcus, First Vice President; H. S. Noble, Second Vice President; W. J. Connors, Jr., Third Vice President; Levi Mayer, General Counsel; R. M. Russell, Secretary-Treasurer. Mr. Connors says the company will begin business at once.

Caution at Rifle Ranges on Lake Ontario.—Owing to the resumption of rifle practice in connection with military training at Long Branch and Niagara on the Lake, the areas likely to be struck by spent or ricochet bullets have been marked as follows:—At Long Branch, 6 miles westerly from the lighthouse at the Toronto west entrance, seven spar buoys have been placed extending southward from the shore for 2,500 yds. from the stop butts. They are painted white and surmounted by a red sign with the words Danger, Rifle Ranges, painted thereon, and mark the extreme limits of the danger zone. At Niagara on the Lake, the danger zone comprises a strip of water at the south shore of Lake Ontario, extending westward for 1½ miles from Fort Massasauga, and 1½ miles northward from the shore. No attempt should be made to cross that area as long as the red flag is hoisted on the rifle ranges at Massasauga and Chataqua. Any vessel having to pass close to the danger area is cautioned to blow her whistle when at least three miles out so that firing can be stopped until she has passed out of the danger area.

An order in council has been issued approving the regulations and rates to be charged on the ferry between Brockville and Morristown.

Atlantic and Pacific Ocean Marine.

The Donaldson Line s.s. *Kastalia*, at one time well known in the Canadian trade, has been sold to an English firm for approximately \$90,000.

The Cunard Steamship Co. has declared a dividend of 10% less income tax, on its ordinary capital stock, for 1915, and a bonus of 10% free of income tax.

The Norwegian s.s. *Thomas Krag*, bound from South Shields, Eng. for Baltimore, Md., was towed to Halifax, Mar. 31, with a broken crank shaft.

Manchester Liners s.s. *Manchester Engineer*, which was reported sunk by a German submarine, was well known in Montreal, which was her Canadian port during the St. Lawrence season. She was built in 1902.

The Norwegian ship *Svaland* was towed into Halifax harbor, Apr. 1, by the U.S. revenue cutter *Seneca*, having been dismasted during a severe storm south of Sable Island. She sailed from Liverpool, Eng., Feb. 29, for New York.

Canada Steamship Lines s.s. *Turret Court*, when en route to Manchester Eng. at the end of March, put in at St. John's, Nfld., owing to some damage having been sustained to her machinery. The repairs were carried out there, and she proceeded on her voyage.

The British s.s. *Potomac*, which stranded near the entrance to Halifax harbor recently, was libelled in the Halifax Admiralty Court, Apr. 3, by the Halifax Dry Dock Co. for \$22,000 for temporary repairs made before she sailed for New York.

Reports from Liverpool, Eng., to the effect that the C.P.R. is building three steamships at Hong Kong, China, are denied by the company's officials, who state that they have no knowledge of facilities at that port for shipbuilding on a large scale. It is surmised that the report has arisen from the fact that C.P.R. vessels have been repaired there recently.

Maritime Provinces and Newfoundland.

The West Coast Trading and Steamship Co., St. Georges, Nfld., is reported to have purchased the steam yacht *Narwhal*, of New London, Conn., for \$25,000, for mail service on St. Georges Bay.

Two Government wharves have been built in Shediac Harbor, N.B., one, 700 ft. long, extending out to low water mark, from the northwest extreme of Shediac Island, and the other at Grandigue, 410 ft. long, towards the north tangent of Shediac Island.

The schooner *N. W. White*, which wintered in Montreal, and was purchased recently by Eastern Canada Fisheries, Ltd., is reported to have been chartered for a cargo of lumber for Great Britain, at 360s. a standard. The rate before the war was 33s. 6d. a standard.

A. B. Mackay of Hamilton, formerly of R. O. & A. B. Mackay, steamship owners, and who has latterly been dealing in steam and other vessels, has placed an order in Digby, N.S., for the construction of a four masted wooden sailing vessel for the South American trade.

The Shepody Navigation Co., Ltd., Moncton, N.B., is offering its s.s. *Wilfred C.* for sale. She has been engaged for the last few years in passenger and