

The Canadian Northern will start a line from Toronto to Sudbury in the spring. It is proposed to cross the Grand Trunk Pacific line and continue to James' Bay. The work will take two or three years.

Application will be made at the next session of Parliament for a concession to build a railway from Spence's Bridge in a southeasterly direction through Nicola, Aspen's Grove, Otter Flat, Granite Creek, and Princeton, to a point on the International boundary near Midway. Sinclair & Co., Vancouver, B.C., are said to be interested.

Montreal city council have rejected the offer of the Montreal Street Railway Company for an extension of the franchise. Had the company offered a straight 3-cent fare, its proposition would probably have been accepted. The company offered to sprinkle and sweep the streets, to cart away all surplus snow, and to give ten workmen's tickets for a quarter. The ten-ticket concession was estimated at \$92,000 a year. The company agreed also to expend \$156,000 on pavements.

The report of the British Columbia Electric Railway for the year ended June 30th last states that business has largely increased in all departments and the profits made during the year show a corresponding increase. The construction of the Vancouver power installation by the Vancouver Power Company, Limited, which commenced in July, 1902, has proceeded satisfactorily. The general manager reports that he expects the Power Company will be in a position to deliver 2,000 e.h.p. by about the beginning of December. On the advice of the engineers, the scheme, as originally designed, has been enlarged so as to provide for the supply of an initial 9,000-h.p., with power of expansion to 30,000-h.p., instead of an initial 6,000-h.p., with expansion to 15,000-h.p. The size of the tunnel has been increased by 25 per cent., and machinery and transmission plant of greater electrical capacity are being provided. This enlargement of the original scheme will involve an additional expenditure of about \$300,000, but the directors are satisfied that the importance of being fully prepared to meet the rapid increase in the demands for electrical power in Vancouver and New Westminster justifies the increased expenditure. The directors have for some time past been carrying on negotiations for the purchase of the undertaking of the Vancouver Gas Company, which if brought to a successful issue, should materially add to the value of the company's lighting business.

Marine News.

The R. & O. steamer "Montreal" will be reconstructed this winter at Sorel.

The first turbine-driven warship "Amethyst," is 3,000 tons, 360 feet long, and 40-ft. beam. Speed, 23 knots.

The Northern Navigation Company's steamer "Atlantic" was burned on November 9th, in Georgian Bay. Fully insured.

The Lake Ontario Steamship Co. has ordered a 260-foot turbine steamer, with 33-foot beam, for the Toronto-Hamilton service next spring. Capacity, 1,500 passengers.

The Montreal Transportation Company's new steel tug is completed at Collingwood. Its length is 178 feet Draught, 12 feet.

H. H. Ross, of Medicine Hat, has made a voyage from that place to Grand Rapids, on the Saskatchewan, in an 85-foot steamer.

Port Colborne harbor will be deepened to 22 feet from the Welland Canal locks to the lake. This will entail the removal and rebuilding of the harbor piers.

A turbine steamer 300 feet long, 40-ft. beam, with a speed of 25 knots, has been ordered for next season's cross channel service, by the South Eastern Railway, England.

Hickler Bros, of Sault Ste. Marie, have the contract to take out 200,000 cubic yards of material at the west end of the Soo Canal. This will make depth of water equal to that of the American canal entrance.

The Folgers, of Kingston, will build a new steamer in place of the burned Empire State.

The R. & O. steamer, Caroline, which went aground at Tadousac, will be rebuilt at Sorel this winter.

A dry dock 500 feet long, capable of accommodating vessels of 11,000 tons, will be built at Vancouver, B.C.

A pier having 36 feet of water at its head, with a tramway to the mine, has been built at York Harbor, Newfoundland.

The ocean flyers of the North German Lloyd have proved so unremunerative that no dividend can be paid for the current year.

Two American built ships for the Atlantic Transport Line cost \$1,875,000, while two similar boats built at Belfast cost only \$1,450,000.

John Kennedy, harbor engineer, of Montreal, proposes the erection of a number of iron freight sheds 500 x 96 feet, at a cost of \$44,000 each.

A breakwater which will be used as the foundation for an elevator of 1,250,000 bushels' capacity, is being built at Depot Harbor.

The White Star line steamer, Baltic, the largest in the world, was launched at Belfast on November 21st. Her displacement is 39,800 tons.

J. and R. Weir, of Montreal, will build a new steamer for the Ottawa Forwarding Company. Cost, \$25,000; length, 107 feet; capacity, 150 tons.

The Montreal Harbor Commissioners will probably acquire a floating crane for lifting heavy weights, locomotives, etc., at a cost of \$60,000.

A bill to compel the use of the "Plimsoll" mark, prepared by the American Association of Masters and Pilots, will be introduced at the next session of Congress.

Evans, Coleman & Evans, Vancouver, B.C., are constructing an extension to the wharves of the Ocean Steamship and China Mutual companies, at a cost of \$40,000.

The charts of the Sydney Harbor, C.B., will be altered as a result of soundings taken by H.M.S. "Indefatigable," as the water is much deeper than the present charts indicate.

A new company composed of Robert Moulton, of Burgeo, and others, will buy a steamer in Scotland to ply between Halifax, Cape Breton, and Newfoundland, in competition with the existing service.

The Puget Sound Navigation Co. have ordered from Roberts' Shipyard, Tacoma, a steamer to ply between Victoria and Seattle. Cost, \$175,000. Engines, triple expansion, 1,150-h.p.; speed, 14 knots. Will berth 175 passengers.

Calcium carbide has been turned to account in Germany for floating submarine boats. By generating gas the water is forced out of a large cylinder, and the boat rises. To sink the boat the gas is allowed to escape and the cylinder fill with water.

Present indications point to a renewal of Atlantic mail contract with the Allan Line. Hugh A. Allan recently said that his company were building two 17-knot turbine steamers of 12,000 tons, which will lessen the time about twelve hours, landing the mails at Halifax in five days, twelve hours; and Rimouski in six days. Mr. Allan does not favor a very fast service for the reason that 23-knotters do not pay.

The Oceanic steamship "Mariposa," on a run from San Francisco to Tahiti, 3,438 miles, using oil as fuel, made 354 knots, with 278 barrels a day, 50 per cent. less weight was required than if coal was burnt, and the engine room staff was reduced from 36 to 20 men. The ship used only 12 of her 18 furnaces, and the entire refuse for the whole trip barely filled two ash buckets.

The Polson Iron Works, Toronto, have completed the first of the two lightships ordered by the Government, for the Bay of Fundy. It is self-propelling, lighted by electricity, and compressed air is used for the fog horn. Automatic relaxing gear and rubber buffers are employed to minimize the risk of the cables parting. The Hon. Raymond Prefontaine, Minister of Marine, inspected the lightship last month, and subsequently announced that he had awarded a contract to the Polson's Company for a fishery protection cruiser, of a speed to surpass any boat on the Upper Lakes.