receipts to the end of Oct. at the elevators being 8,700,000 bush. against 13,000,000 bush. in 1902.

The Intercolonial Ry. elevator at Halifax, N.S., was placed in operation in Nov., after lying idle for six years, and will be utilized all winter, vessels belonging to four lines of steamers having arranged to take cargoes of grain there.

The Point Edward Elevator Co.'s new elevator is situated on the St. Clair river and adjoining the G.T.R. at Point Edward, Ont. The foundations consist of 62 stone piers resting on heavy oak piles cut off at the water level and capped with oak timbers. The working house is 48 ft. square and 142 ft. in height. There is storage room here for 80,000 bush. in small bins. The basement is 6 ft. 6 in. high, and has a concrete floor on which the elevator boots and legs rest, the legs themselves being 140 ft. long. The bins in this part of the elevator are 52 ft. high and are made of 2 x 8 and 2 x 6 pine and hemlock planks, in what is known as a laminated structure, being spiked one to the other, and the planks of each sectional wall of the bins crossing alternately that of the other. The marine leg is entirely of steel. It is 65 ft. long and has a capacity of 12,000 to 15,000 bush. of wheat per hour. The elevator legs discharge into the scale hoppers, the grain being weighed on scales with capacity of 72,000 lbs. each. After the grain is weighed it is dropped upon belts and conveyed to the storage bins in the main building, the belts running at a speed of about 900 ft. per minute. The main storage section of the elevator is 66 x 126 ft. and 75 ft. deep, containing 36 bins with capacities of 10,000 and 15,000 bush. each. These discharge upon conveyor belts, which run through tunnels into the working house to the receiving legs, and grain goes through the same operation of weighing before being loaded. After being weighed in carload lots it is spouted direct from the scales to the cars; and it is possible to load 1,000 bush. of wheat in about 3¼ minutes. Two special tracks have been put in by the G.T.R. for the use of the elevator. Two sets of power unloading shovels are used for unloading the grain from the boats. The elevator is also equipped with its own electric light service, comprising 15 incandescent and 6 arc lights, also a fire pump with a capacity of 750 gallons of water per minute and at suitable distances there are stands of rubber fire hose ready for use. In the power building is a 350-h.p. engine, together with condenser, feed pump and all usual connections. Steam is furnished by two return tubular boilers 16 ft. long and 6 ft. in diameter, rigged to be run independently or together. The transmission of power through the elevator is by rope transmission.—American Elevator and Grain Trade.

At the last session of the Dominion Parliament an act was passed giving the Exchequer Court jurisdiction over railways not wholly within one province, concurrently with that of any provincial court, for the purpose of ordering the sale of any railway, or the ordering of foreclosure at the instance of the mortgagees. The court may appoint a receiver for the line, whose duty it shall be to take possession of the line and operate it, and complete the railway if incomplete on order of the court. Sec. 6 states that a railway company is insolvent within the meaning of the act in all cases which constitute insolvency under the Winding Up Act, except that par. 8, sec. 5, shall not apply to railways which have been taken possession of by the bondholders. This act does not apply to, nor authorize proceedings against the Central Ontario Ry., nor effect any proceedings pending in connection with that company.

SHIPPING MATTERS.

Navigation in Temiskaming District.

The increasing number of settlers who have gone into the Temiskaming country, particularly on the Ontario side of the lake, and the increasing number of tourists who visit the Kippawa lakes, on the Quebec side, and the Montreal river route to Temagami lake, on the Ontario side, has directed some extra attention to the navigation of this section of the Ottawa river. For many years, when lumbering was the sole traffic along the river, Mattawa, Ont., was the point of departure for the Upper Ottawa, and a tramway was constructed for some miles along the Quebec bank of the river to aid steamers getting up the rapids. The ruins of this tramway are to be seen in places, between the railway and the river. The point at which all steamers now receive and discharge freight and passengers is at Temiscamingue, Que., 59 miles by rail from Mattawa, and at a point where lake Temiskaming has reached its narrowest point, and discharges its waters into the Ottawa river. The river expands into a lake when near the point where the Opemican river, which drains the Kippawa lakes, joins the Ottawa; and a few miles south of Haileybury, Ont., the Montreal river, draining the Temagami country, falls into the Ottawa through a narrow gorge. Between Temiscamingue and Haileybury there are several wharves on both sides of the river; the most important being at Baie des Pères, Villa Marie, Que., and Old Fort, Ont. At Haileybury a wharf is being constructed well out into the lake, which is about 10 miles wide near here. A considerable settlement has sprung up at Haileybury, which will be one of the stations on the Temiskaming and Northern Ontario Ry. At present it is the starting point for the Temagami country, but as the new railway from North Bay will touch the lake itself, a good deal of that trade will be diverted. About eight miles north is New Liskeard, which is a flourishing town and the centre of a very large settlement, the area covered extending nearly 40 miles north and 20 miles west. At New Liskeard a channel was dredged in the spring 11 ft. deep, a dredge being constructed on the river for that purpose. The channel is at present rather narrow, but this will be remedied another year; it is temporarily lighted pending completion. From New Liskeard there is also navigation to the White river, which forms the boundary between the two provinces, and up the river to Tomstown, about 40 miles. There are thus about 120 miles of navigation on the main waters of the Ottawa, on lake Temiskaming and White river. The pioneer of navigation was A. Lumsden, of Ottawa, who is an extensive lumberman both in Quebec and Ontario. Up to a couple of years ago the Lumsden boats did all the trade. They included four passenger and freight steamers, one freight steamer, six tugs and "alligators," besides a number of tow barges. One of the passenger steamers—the Comet—was burned in the fall of 1902, but will be rebuilt at Temiscamingue, where Mr. Lumsden has a repairing shed, etc. A list of the vessels owned by Mr. Lumsden on Lake Temiskaming follows:

Argo, sidewheel steamer, built on Temiskaming lake, 1882; length, 125 ft.; breadth, 39.4 ft.; depth, 8.4 ft.; tonnage—gross, 154.-06 tons; net, 96 tons; licensed to carry 40 passengers.

Clyde, screw steamer, built at Baie des Pères, Que., 1888; length, 61.5 ft.; breadth, 13.5 ft.; depth, 3.4 ft.; tonnage—gross, 29 tons; net, 26 tons; licensed to carry 25 passengers.

Comet, screw steamer, 144.42 tons gross, on Lake Temiskaming, and licensed to carry 50 passengers; is mentioned in the report of the Department of Marine, but does not appear on the register of shipping for the year ended 1902.

Meteor, screw steamer, registered at Ottawa; built at Opemican, Que., 1897; length, 130.5 ft.; breadth, 27 ft.; depth, 7.4 ft.; tonnage—gross, 299 tons; register, 204 tons; licensed to carry 350 passengers.

Temiscamingue, sidewheel steamer, registered at Ottawa; built at Temiscamingue, Que., 1898; length, 133 ft.; breadth, 22.5 ft.; depth, 6.5 ft.; tonnage—gross, 413 tons; register, 236 tons.

Beaver, sidewheel warp tug, built at Simcoe, Ont., 1893; owned by A. Lumsden, Ottawa; length, 36 ft.; breadth, 16 ft.; depth, 3 2 ft.; tonnage—gross, 13 tons; net, 6 tons.

Beaver, sternwheel tug, owned by A. Lumsden, Ottawa; built at Temiscamingue, Que., 1899; length, 47.4 ft.; breadth, 16.7 ft.: depth, 4.2 ft.; tonnage—gross, 16 tons; net, 8 tons.

Dora, screw steamer, built at Opemican, Que., 1889; length, 61.6 ft.; breadth, 13 ft.; depth, 5.5 ft.; tonnage—gross, 48 tons; net, 44 tons.

Little Roxey, screw tug, built at Baie des Pères, 1896; length, 41.7 ft.; breadth, 8.3 ft.; depth, 3 ft.; tonnage—gross, 12 tons; net, 7 tons.

Mink, screw steamer, built at Gordon Creek, Que., 1896; length, 37 ft.; breadth, 16 ft.; depth, 3.5 ft.; tonnage—gross, 14 tons; net, 9 tons.

In addition to these vessels there were added a large passenger steamer—Jubilee—carrying passengers from Temiscamingue to New Liskeard; two passenger steamers—Swan and Geisha—running between New Liskeard and Tomstown, and three tugs, owned by the Upper Ottawa Navigation Co. The three first mentioned steamers were brought in from other points of Ontario, and have been altered for their new routes, and the three latter are new steamers built in the spring at Toronto; the dimensions, etc., of neither of these appear in the last register of Canadian shipping.

On the adjoining waters of Lake Kippawa, Que., several steamers are being operated, connection being had with the railway at Kippawa, a spur line running from Temiscamingue. Following are details.

Alice, screw steamer, owned by P. Kelley, Kippawa, Que.; built at Kippawa, Que.. 1901; length, 62 ft.; breadth, 12.6 ft.; depth, 4.8 ft.; tonnage—gross, 26 tons; net, 18 tons; licensed to carry 40 passengers; operating between Turtle Portage and Kippawa.

Charlotte, screw steamer, owned by P. Kelley, Kippawa, Que.; built at Quebec, 1880; dimensions: length, 37 ft.; breadth, 10.3 ft.; depth, 3.6 ft.; tonnage—gross, 14 tons; net, 9 tons.

D. A. Martin, screw steamer, owned by A. Lumsden, Ottawa; built at Kippawa, Que., 1889; dimensions: length, 84 ft.; breadth, 16 ft.; depth, 6 ft.; tonnage—gross, 78 tons; net, 57 tons; licensed to carry 40 passengers; operates between Turtle Portage and North River, Que.

R. Hurdman, screw steamer, owned by A. Lumsden, Ottawa; built at Kippawa, Que., 1892; length, 103 ft.; breadth, 19.7 ft.; depth, 6.6 ft.; tonnage—gross, 93½ tons; net, 68 tons; licensed to carry 40 passengers; operates between Turtle Portage and Kippawa, Que.

C. E. Read, warp tug, built at Simcoe, Ont., 1894, owned by W. H. Hurdman, Ottawa; operating on Kippawa lake.

North River, warp tug, built at Kippawa, Que., 1899, owned by H. F. and C. McLachlin, Arnprior, Ont.; operating on Kippawa lake.

Otter, warp tug, owned by A. Lumsden, Ottawa; built at Kippawa, Que., 1895; length, 48.2 ft.; breadth, 16 ft.; depth, 3.6 ft.; tonnage—gross, 21 tons; net, 12 tons.