

About 7,000 Independent telephone companies are being absorbed by the National Independent Telephone Association, and it is stated that this combine will give the Bell Companies a very bitter fight.

Arrangements for the construction of the first long link for the Alberta Government telephone system have been practically completed. The Public Works Department will be ready when the weather permits to go ahead with the construction of the line from Edmonton to Lloydminster.



MARINE NEWS

The Allan Line carried 77,942 passengers to Canada in 1906, against 70,045 in 1905.

The naval dockyard at Halifax passed into the hands of the Canadian Government on New Year's Day.

The boundary line of Lake Erie has been definitely fixed by the International Deep Waterways Commission, and has been placed on modern chart plans.

It is stated that Lloyds, underwriters, are much interested in the method of refloating stranded vessels, as exemplified by the case of the Bavarian.

It is announced that the Northern Navigation Co., of Sarnia, which owned the steamer "Monarch," recently lost on Isle Royale, will build a duplicate of the steamer "Huron."

Never in the history of Port Arthur has there been so many vessels wintering in the harbor. It is estimated that there will be over a million dollars represented in vessels there this winter.

The annual report of Harbormaster Postlethwaite shows the total tonnage arriving for the year 1906 was 1,524,827, or 118,968 more than in 1905, when the figures were 1,405,859. The vessels arrived numbered 3,406, or 74 more than in 1905.

The three members of the new Board of Harbor Commissioners for Montreal are G. W. Stephens, C. C. Ballantyne, and L. E. Geoffrion. Mr. Stephens' salary as chairman will be \$7,000, and that of his colleagues \$5,000 each.

The "Rapids King," a new passenger steamer being built by the Canadian Shipbuilding Company for the Richelieu and Ontario Navigation Company, was launched at the shipyards on January 9th. The new boat is 240 feet long.

H. F. Bullen, of the British Columbia Marine Railway and British Columbia Salvage Company, of Esquimalt, is now in England, where he proposes to purchase further machinery for the improvement of the company's shipyards at Esquimalt.

Early in the coming year the Alaska Steamship Company will build a new wharf on the north side of James Bay. Over a year ago the company acquired this water frontage, and plans had then been prepared for the construction of the wharf. Owing to a depression in the shipping industry the enterprise was held in abeyance; but in view of recent developments it is now considered necessary.

The net earnings of the Niagara Navigation Company for the year ending November 30, 1906, were \$123,724. Very little change has been made in the Executive for the coming year, the directorate now being E. B. Osler, M.P., president; Barlow Cumberland, vice-president; J. J. Foy, K.C., Charles Cockshutt, J. Bruce McDonald, W. D. Matthews; B. W. Folger, manager; J. M. Sullivan, secretary.

It is stated that the Canadian Pacific Railway Company's steamship service on the Pacific will be improved next spring. The current report in C.P.R. circles in Montreal is that the company will build two larger and faster vessels for the Atlantic service, and that the "Empress of Ireland" and "Empress of Britain," or vessels similar to them in build and speed, will be brought to the Pacific.

A sternwheel steamer to replace the lost steamer "Pheasant," sunk in the Skeena River this summer, will be built at Victoria. The work will be commenced at once on a new vessel which it is expected to have ready for the coming season's work on the northern river. Alex. Watson, the well-known builder of sternwheeler crafts, will design the vessel and have charge of the construction. The cost is expected to total \$30,000. She will be larger than the Hudson's Bay Company's steamer, "Mount Royal."

It is announced that the Federal Government have under consideration a large expenditure of public money to improve the Lower St. Lawrence and safeguard the interests of shipping in the future. This work will be carried on through the intermediary of the Marine and Fisheries Department, presided over by Hon. L. P. Brodeur, and it is said the work to be done will be most thorough to meet the new conditions of navigation, and enable the large steamships of the future to reach Quebec without the least excuse for accident.

The "City of Cleveland" was launched at Detroit on January 5th. She is a side-wheel steamer, 440 ft. long, 96 ft. 6 in. wide, and 22 ft. deep, and will have a carrying capacity of 5,000 passengers.

The Allan Line have two steamers on the stocks for their Canadian trade, both of which are of over 10,000 tons. One of these, the "Corsican," is to replace the "Bavarian." The new vessels should have been ready for service at the beginning of next season, but the recent shipbuilding strike will throw their completion to a later date.

Germany has decided to eclipse the world in a new cruiser, already projected for 1907. One of the first acts of the Government after the elections will be to ask the Reichstag to sanction a great increase in the proposed tonnage of the cruiser, giving it a displacement of twenty thousand tons. The vessel will be equipped with turbine engines, designed to give her greater speed than that of any cruiser yet designed. She will be not only larger and more powerful than any other cruiser afloat, but will be larger and more powerful than any existing battleship, including the "Dreadnought" and "Satsuma."



RAILWAY NOTES

It is said that Vancouver Harbor, which is sometimes referred to as the finest on the Pacific coast, might be lost within that at Prince Rupert, the western terminus of the Grand Trunk Pacific.

An extensive scheme of electric railway-building is contemplated by the Stratford and St. Joseph's Radial Railway Company, which is applying to Parliament for a charter to build passenger and freight lines.

The Temiskaming and Northern Ontario Railway Commission has decided to call for tenders for the forty-mile extension of the road so as to join the Grand Trunk Pacific at a point north of Lake Abitibi.

The Grand Trunk has entered into an agreement with the Canadian Government under which it obtains a lease for 999 years of the canal reserve in Ottawa, as a site for a central passenger station, to cost \$250,000.

An electric railway running through Canadian territory, between Detroit and Buffalo, is the ambitious scheme behind the application by the Twentieth Century Transportation Company for the ferry franchise between Windsor and Detroit.

The Canadian Northern Railway trains will be running between Ottawa and Montreal about next September. The line between Hawkesbury and Rockland is practically completed, save for some trestling, which will be done early in the spring. The road is graded, ballasted, and almost ready for the rails.

The Railway Commission have issued rules governing the use of interlocking and derailling signals, and the speed of trains where one railway crosses another at rail level. It is provided that when clear signals are shown the speed of passenger trains must not be more than 35 miles an hour, and that of freight trains 20 miles an hour.

The Transcontinental Railway Commission acting under authority from the Government, is negotiating for the purchase of a large tract of land east of Winnipeg as a site for shops and yards for the National Transcontinental Railway. The land is about two miles in length by about one in width, and will cost approximately \$200,000.

The contract for the locomotive shops at Moncton for the Intercolonial Railway, has been awarded to E. A. Wallberg, Montreal, at a price of about a half million dollars. They will be built entirely of concrete and steel. This is the last group of the shop system to be built there. All the others are being constructed by the same contractor.

Heavy floods have caused considerable damage to the road-bed of the Intercolonial Railway, near Sydney, and seriously threatened it in several places, owing to washing away of dumps and approaches. The ground has slipped away in many places along the Bras d'Or lakes, and it will be necessary to move the tracks further inward in order to ensure safety to trains.

The project for the construction of the Channel Tunnel, which is to connect England and France, has advanced an important step by the formation of the board of directors of the new statutory Channel Tunnel Company. The names of the influential gentlemen appointed are: Lord Burton, representing the South Eastern and Chatham Railway; Viscount Ridley, chairman of the Tariff Reform League; Right Hon. Arnold Morley, formerly Postmaster-General; Vice-Admiral Sir Charles Campbell, recently retired from the Royal Navy; Major-General Sir Alfred Turner, late Inspector-General of Auxiliary Forces; Baron Emile d'Eranger, chairman. The length of the tunnel will be about twenty-two miles.