Stop-Over Charges for Freight.

The C.P.R. and G.T.R. freight departments have issued circulars respecting stop-over regulations at Toronto Jct., Toronto and Montreal (Outremont), on the C.P.R., and Toronto, York, Belleville, Brockville and Montreal on the G.T.R. Flour, meal, mill-feed, peas, beans, potatoes, hay and straw, in carloads, may be consigned to stop-over points as above for inspection, grading or change of destination, or for orders, and may be re-shipped without breaking bulk, at the through rate, from the original shipping point to destination at a per diem charge at stop-over point of 20c. per car per day, plus a stop-over charge of 1c. per 100 lbs. Grain, when billed through for local consumption (not for export) and when original billed destination is not changed, will be stopped over for inspection or grading at a per diem charge at stop-over point of 20c. per car per day, plus a stop-over charge of $1 per car. If the destination should be changed the charge of $1 per car will not be imposed, but a charge will be made of 1c. per 100 lbs., plus per diem charge at stop-over point of 20c. per car per day (the same as above for flour, meal, etc.), for each time destination is changed. Forty-eight hours at the per diem charge of 20c. per car per day will be allowed at the stop-over point for inspection, etc., after which period, in addition to the stop-over charges mentioned above a charge of $1 per car per day or part thereof, will be made for car storage. The above stop-over arrangements apply only when the point of inspection (or the point to which destination is changed) is on the direct run between the original point of shipment and destination in Ontario, Quebec or the Maritime Provinces.

The C.P.R. circular says: "Grain through way-billed for export, or consigned through to U.S. points, which may be stopped at Toronto, Toronto Jct., or Montreal (Outremont), for the purpose of inspection only will not be subject to any stop-over charge, but the per diem charge (at stop-over point) of 20c. per car per day must be billed forward for collection on the property. When shipments of grain, flour, etc., are stopped 'for orders' at Outremont, and subsequently ordered to Montreal or Mile End, the charge of 1c. per 100 lbs. for change of destination will not be imposed, but on shipments ordered forward to St. Luc Jct. or Westmount, the charge of 1c. per 100 lbs. for change of destination will be made. In either case, however, the per diem charge of 20c. per car per day at Outremont must be collected on the property."

The G.T.R. circular says: "Grain through way-billed for export, or consigned through to U.S. points from points west of Toronto, may be stopped at York, Belleville or Brockville, for the purpose of inspection only, and will be subject to a per diem charge of 20c. per car per day while so held, but will not be subject to the stop-over charge. Grain from points east and north of Toronto which does not pass through York must be inspected at Belleville or Brockville. Export grain via Portland or other ports or consigned to U.S. points cannot be stopped off at Montreal for inspection."

The steel rail mill at Sault Ste. Marie, Ont., has been in operation some time and is turning out rails at the rate of 500 tons a day. Of the output 35,000 tons will be supplied to the I.C.R. this season. Orders for 100,000 tons have been booked for Canada for this season's delivery.

At the regular meeting of the C.P.R. Club, at Toronto Junction, June 3, T. W. Dow, Air Brake Inspector, gave an address on "Air Pumps," and T. J. Tonge, Locomotive Inspector, spoke on "Lubrication and Mileage." It is pleasing to learn of the rapidly increasing membership of this the first railway club organized in Canada.

Grain Elevator Notes.

The Canadian Elevator Co. has been incorporated under the Dominion Companies Act, with J. S. Lovell, W. Bain, E. W. McNeill, R. Gowans, and R. Richardson, of Toronto, as incorporators, to construct elevators and carry on an elevator and storage business anywhere in Canada. The capital of the Co. is fixed at $1,000,000.

The Frontenac Cereal Co. (Ltd.) has been incorporated under the Ontario Companies Act with W. Harty, G. Richardson, H. and E. Moores and Capt. T. Donnelly as provisional directors, with a capital of $600,000, to manufacture cereal foods at Kingston, Ont., and for that purpose to acquire the plants and undertakings of the Frontenac Milling Co., and the Kingston Elevator and Transit Co.

The Canadian Northern Ry. Elevator Co., Ltd., has been incorporated under the Ontario Companies' Act, with W. Mackenzie, D. D. Mann, Z. A. Lash, K.C., R. P. Ormsby, of Toronto; and R. J. Mackenzie, Winnipeg, as incorporators, for the purpose of constructing or acquiring grain elevators, and to purchase stock or bonds in other similar companies. The capital is fixed at $500,000, and the offices will be in Toronto.

The agreement between the Montreal harbor commissioners and the G.T.R. for the erection of an elevator at Windmill point has been signed. The plans for the elevator are in course of preparation, and it is the intention of the G.T.R. to have it completed by 1904. It will be a steel and concrete structure of 1,000,000 bush. capacity, and will cost $750,000. The harbor commissioners will spend about $250,000 in improving the site. It is provided in the agreement that all parties shall have access to the facilities, the rates for which shall be established by the Governor-in-Council or by the commissioners.

The elevator being erected at Montreal under the supervision of the Minister of Public Works will have a capacity of 960,000 bush., and will be of steel and of the type known as the cylindrical bin elevator. The structure which will cost $606,000, will be 189 ft. long by 84 ft. wide. The bins will be 82 in number, varying in capacity from 20,000 to 2,750 bush. The larger bins are circular in form; of these there are 36 with a capacity of 20,000 bush. each. The smaller bins are formed by utilizing the space between the large circular bins. Of these there will be 22, with a capacity of 2,750 bush., while 24 bins will have a capacity of 7,500 bush. each. There will be four legs for receiving grain from cars, their capacity being 16 cars an hour, a movable tower for receiving grain from barges, and a complete conveyer system for shipping to ocean steamers.

SHIPPING MATTERS.

Notices to Mariners.

The following notices to mariners have been issued by the Department of Marine:

No. 47. June 14.—British Columbia—174. Vancouver island, Clayoquot sound, buoyage. 175. Vancouver island, Clayoquot sound, Browning passage, discontinuance of buoy. 176. Vancouver island, Clayoquot sound, Stubbs island, hydrographic note. 177. Vancouver island, Clayoquot sound, Browning passage, uncharted rock. 178. Vancouver island, Clayoquot sound, Hectate passage, position of rocks. 179. Vancouver island, Stuart channel, Chemainus bay, uncharted rock. 180. Strait of Georgia, Porter pass, beacons marking Romulus rock established, hydrographic notes.

No. 48. June 16.—Nova Scotia—181. Cape Breton, south coast, depth on Bad Neighbor shoal.

No. 49. June 17.—British Columbia—182. Vancouver island, south coast, Clo-oose village, hydrographic notes. 183. Vancouver island, Juan de Fuca strait, Port San Juan, Snuggery cove, hydrographic note. 184. Northern waters, Finlayson channel, Carter bay, correction of shore line. 185. Bering sea, Nunivak island, reef of Cape Mohican.

No. 50. June 25.—Ontario—186. Lake Erie, Pelee passage, light house established. 187. Detroit river, Limekiln crossing, south light vessel replaced on station.

No. 51. June 27.—Ontario—190. Georgian bay, west side, Cape Croker, light and fog alarm established. 191. Detroit river, Limekiln crossing, lights on east side.

No. 52. June 27.—Quebec—197. River St. Lawrence, Traverse of St. Roch, characteristic of light at upper end changed. 198. River St. Lawrence, Montreal harbor, changes in buoyage.

No. 53. July 3.—British Columbia—199. Vancouver island, east coast, rocks in Sidney channel. 200. Trincomali channel, uncharted rock. 201. Vancouver island, south coast, Barkley sound, uncharted rock and hydrographic notes. 202. Scott island, hydrographic notes.

No. 54. July 7.—Nova Scotia.—203. Cape Breton, east coast, Point Aconi, whistling buoy established. 204. Gut of Canso, Jauvrin shoal, buoy established.

The following notices have been issued by the U.S. Hydrographic office:

No. 26. June 28.—872. St. Mary's river, Brush point beacon light re-established. 873. St. Mary's river, Coyle point gas buoy, No. 4, amended position. 874. St. Mary's river, Upper Lake George crib light carried away, provisional float light. 875. Buffalo harbor northern entrance, shoal marked by a buoy.

No. 28. July 12.—941. St. Clair river; St. Clair river, Black river shoal buoy missing. 943. Niagara river, N.Y., Strawberry island shoal buoy moved, Squaw island shoal buoy established. 944. North Atlantic ocean, soundings between Flemish cape and Halifax, N.S.

No. 29. July 19.—916. St. Mary's river, Rains dock gas buoy replaced.

Maritime Provinces and Newfoundland.

C. W. Anderson, of Sherbrooke, N.S., is interested in a proposal to establish a steamship route between Halifax and Canso, N.S., calling at a number of ports en route.

The str. Cumberland, running in the International line between Boston, Mass., and St. John, N.B., was sunk in Boston harbor July 4, as the result of a collision with a steel fruit steamer. The Cumberland had over 300 passengers, but they were all landed without mishap.

The Supreme Court of Newfoundland has dismissed the action of H. Young, who sought to recover for services rendered in connection with the salvage of the I.C.R. ferry steamer Scotia, on the ground that the vessel is the property of the crown and is not liable to such a claim.

The Nova Scotia Steel and Coal Co. has purchased in England two steamers, which have been renamed Wobun and Wasis, for its ore and coal trade. The Co. has hitherto chartered all the vessels it required, having 10 in service last year. A similar number will be required this year.

It is announced that the shares of the Eastern Steamship Co., which controls the International line trading between Boston, Mass., Portland and other Maine ports to St. John, N.B., will be listed on the Boston stock exchange. The Co. owns 18 steamers, and has a capital of $3,000,000 and $1,750,000 of 5% bonds.

The city engineer of St. John, N.B., has prepared plans showing the wharf it is proposed to construct in order to give the Dominion Atlantic Ry. Co. the increased accom-