

## TRANSPORTATION NOTES.

A direct regular steamship service is proposed between Montreal and New-castle.

Jas. J. Hill is reported to be completing plans for a canal, to connect the Great Lakes with Lake Winnipeg.

E. A. Wallberg, of Montreal, has the contract for constructing the new fire-proof I.C.R. repair shops at Moncton, 364 by 132 feet.

The Plant Steamship Line has chartered the S.S. "Pretoria" for the rapidly increasing summer travel between Boston and the Maritime Provinces.

The Northern Navigation Co. are putting on a direct steamer from Collingwood and Owen Sound to Petoskey and other resorts in Northern Michigan.

Gross earnings of the Canadian Northern for the year ended June 30th, were \$5,563,100, against \$3,871,800 for the preceding fiscal year, an increase of \$1,691,300.

Good progress is being made on G.T.P. construction works between Winnipeg and the Winnipeg River. Several sections east of the city are already completed.

The Lake St. John Colonization Co. are running a new line of steamers on Lake St. John. The people of that district ask for a railroad to be built from Roberval to James Bay.

Work has begun on the Nicola Valley extension of the C.P.R., British Columbia system. It leaves the main line at Spencer's Bridge, and runs south into the Similkameen Valley.

A steamship company is being organized in Finland to convey Finnish and Russian emigrants direct to Canada. This is due to the new restrictions in England regarding the immigration of aliens.

A certain proportion of the great growth of railroad earnings this year is due to wheat inspection figures at Winnipeg, between September 1st, 1905, and June 30th, 1906, going up to 58,002 cars, or 62,062,140 bushels, from 35,731 cars or 73,517,550 bushels in the previous year.

Delaware and Hudson construction work is being pushed rapidly towards the St. Lawrence. Grading is well advanced on several sections. It is believed to be the company's intention, not to stop at St. Constant as originally planned, and to reach Montreal on C.P.R. tracks, but to go on to St. Lambert and connect there with the South Shore system, recently acquired by it.

The contract for constructing fifty-five miles of the James Bay line from Ottawa to Hawkesbury, has been given to Schell & Co., Ottawa. Construction on the line from Hawkesbury to Montreal, via St. Eustache, will probably be completed within a year, giving a through line of 135 miles long from Montreal to Ottawa. Construction is already under way from Garneau Junction to Quebec.

In the House of Commons on Monday, Mr. Emmerson announced that the Intercolonial would show a surplus of about 100,000 on last year's operations. Total receipts for the year ending June 30th were \$7,640,506, an increase of \$836,081. On the Prince Edward Island Railway, also belonging to the Government, there was a deficit during the preceding year of \$153,000, which had been reduced to less than \$50,000. That would mean a net surplus of \$50,000 on the whole Government system. Mr. Emmerson promised in

November to show the changes in methods of management, results of which will show themselves each year. They have been brought about by drastic means. The rolling stock has been kept up, the roadbed has not been overlooked, and the capital expenditure during the year was very much less than during the previous year.

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Capital Paid-up, over..... 1,000,000 00

JAMES J. WARREN, Manager

## FIRE

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