

TRANSPORTATION NOTES.

STEAM.

It is stated that the C. P. R. will shortly take over the Pere Marquette lines in Canada.

The first train over the Canadian Northern Ontario Railway to Parry Sound left the Union Station, Toronto, on Monday morning.

The Canadian Northern Railway proposes to divert the course of the Don River, Toronto, in such a manner as to give them access to twelve and a half acres of land.

So great has been the rush to the New Ontario silver district that the Grand Trunk Railway was compelled to run two trains instead of the usual one on Tuesday last.

It is thought that the C. P. R. will build a new through line from near Smith's Falls to Toronto, taking in such towns as Belleville, Coburg and other places on Lake Ontario.

The last trip of the C. P. R. Overseas Mail Limited was a record, the 3,080 mile journey between Vancouver and Quebec being made in 79 hours and 59 minutes, 21 minutes ahead of time.

The Grand Trunk Pacific has filed the location of plans with the Railway Commission from Edmonton westward to a point fourteen miles beyond the Yellowhead Pass. The grade is about 21 feet to the mile.

Several C. P. R. officials have recently visited Edmonton, Alta., to confer with the city as to the building of the company's new high-level bridge from Strathcona across the river to Edmonton, which will cost \$1,000,000.

Fort William City Council has decided to proceed with the removal of the C. N. R. depot, which projects on one of the streets, and which the company has refused to do, claiming the right to retain the station where it is.

The Transcontinental Railway Commissioner, Sir Wilfrid Laurier, and the Minister of Railways, have conferred as to the advisability of calling immediately for tenders for the construction of the remaining portion of the line between Superior Junction and La Tuque.

Edmonton City Council has reached an agreement with the C. P. R. as to the company's entrance to the city, who have undertaken to guarantee that the C. P. R. will be repaid the expense of putting a traffic deck on the high-level bridge, the cost of which is estimated at \$250,000, this part of the bridge to become the absolute property of the company.

The Temiskaming & Northern Ontario Railway Commissioners advertise for tenders for leases for other sections of the railway's right of way, the first being that between the ninetieth and ninety-fifth mile, the second between the ninety-fifth and the one hundred and first mile, and the third between mileage 105 and 108. The lease in each case will be for 999 years. A cash bonus of not less than \$1000 per mile in every one of the sections must be paid by the successful tenderers, who must also pay a royalty of 25 per cent. of the gross value at the mouth of the mine of all ore mined.

The order of the Railway Commission with reference to freight rates in Southern British Columbia expressly provides that to all stations on the British Columbia Southern, Columbia and Kootenay, Columbia and Western, east of Nelson, to and including Proctor, and west of Nelson to West Robson, Trail and Rossland, Nelson rates shall apply on the traffic of the C. P. R., and to stations on the Nelson and Port Sheppard, Nelson rates shall apply on traffic originating south of the international boundary. To ports of call on Lake Kootenay, Nelson rates apply plus certain specified arbitrary rates. To Halcyon and Nakusp, Nelson rates also apply.

ELECTRIC.

It is stated that the Grand Trunk Railway will file plans for a double electric line between Port Huron and Detroit next year, as the outcome of the electrification of the St. Clair tunnel.

AFLOAT.

It is understood that the dredge "Galveston" will work at St. John during the coming winter.

The steamer "Kensington," which went ashore last week in the St. Lawrence, has now safely arrived at Quebec.

The Fredericton and Woodstock Steamboat Company has sold its steamer "Aberdeen" to Captain G. H. Perry, of St. John, N. B., for \$4,000.

"The Georgian Bay Ship Canal, from Georgian Bay to Montreal, is a thing of the near future," is a statement attributed to Hon. R. Lemieux. This is regarded as a significant announcement, and one that will revive interest in the most gigantic plan ever before the Dominion. The scheme is briefly, to construct a canal from the great lakes to Montreal by way of the French River, Lake Nipissing and the Ottawa River, and the present proposal is to make a 22-foot channel at a cost of \$125,000,000. The canal would

save seventy-two hours in traffic from the great lakes to Montreal, and 500 miles in distance.

The Canadian steamer "Strathcona," owned by the Hamilton and Fort William Navigation Company, was blown ashore at Fort William on Monday.

The Canadian steamer "Seguin," lumber laden, bound down from Georgian Bay to Tonawanda, collided last week with an American barge, and now lies at Sarnia, awaiting orders.

The steamer "Theano," which was wrecked at the entrance to Thunder Bay at the end of last week, had a cargo of 2,044 tons of steel rails billed for delivery at Fort William for the new transcontinental.

The steamer "Strathmore," with a consignment of 84,000 bushels of wheat from Fort William to Kingston, was burned to the water's edge near Michipicoten Island, Ont., last week.

MONTREAL HARBOR REPORT.

Seeing that almost eleven months of 1906 have gone, the reports of the Montreal Harbor Commissioners for the year 1905, which have just been issued, are quite a surprise.

The president's statement gives the revenue of the board for the year as \$364,701, and the expenditure as \$372,662.

The revenue shows an increase of \$35,498.02 over that of the previous year, made up as follows: Imports, \$10,791; exports, \$14,277; local wharves, \$1,359; rentals, etc., \$86. The cost of management, maintenance and repairs was \$117,784, a decrease from that of the previous year of \$22,095, and the interest, exclusive of that chargeable to the grain elevator and the new steel sheds, together with the annuity of \$600, was \$254,878, an increase of \$10,171 over that of the previous year. The revenue from the grain elevator was \$12,423, and the expenditure \$43,391. The interest paid on loans on account of the new steel sheds in course of construction was \$19,082.

The harbor master's report contains seven comparative statements, showing respectively for the past ten years the number, tonnage, and classification of sea-going vessels that arrived in port; those that arrived from the Maritime Provinces; number and tonnage of inland vessels; the dates of the opening and closing of navigation, etc.; the number and tonnage belonging to the different nationalities; the number and tonnage of vessels consigned to the different agents; number and tonnage of sea-going and inland vessels. From these statements it will be seen that 833 sea-going vessels arrived in port during the past season, with a tonnage of 1,040,056 tons, an increase of 37 vessels and 83,359 tons over the previous year.

Of these vessels, 791 were built of iron and steel, with a tonnage of 1,020,507 tons, and 42 were built of wood with a tonnage of 13,489 tons.

Of inland vessels, there arrived 11,112, with a tonnage of 2,785,551 tons, an increase of 1,049 vessels and a tonnage of 430,376 tons, making a grand total of vessels of all classes of 11,945, and a tonnage of 4,725,607 tons, an increase of 1,086 vessels of all classes, and 513,935 tons, over the previous year.

As will be seen from the foregoing figures there has been an increase of 37 sea-going vessels and 83,359 tons, and an increase of 1,049 inland vessels, and 430,376 tons, making a total increase of 1,086 vessels of all classes, and 513,935 tons over the previous year.

Many new works were carried out during the year, including the enlargement of the deep water areas in the basins of the harbor.

DINNER TO RETIRING CONSUL-GENERAL.

The banquet on Saturday night in Montreal to Mr. Kleczkowski, retiring French Consul-General in Canada, was a tribute to the worth of the man. There were 44 English residents of Montreal among the subscribers, who numbered over 100. Hon. R. Dandurand, speaker of the Senate, presided, and cited the Franco-Canadian treaty, the steamship line between Havre and Montreal, the Canadian Commercial agency in Paris, and the extension of French-Canadian trade as having been fostered by Mr. Kleczkowski, and having brought him near to the people of Montreal. Sir William Hingston made an eloquent address. In reply the retiring consul referred to the privileges just granted to the consular service by the Board of Trade. This, he said, was as wise as it was kind, "for the better way for a nation to have intercourse with other nations is through its commercial bodies."

A rich free gold strike has just been made on the Mavis, east of Greenwood. The property was recently bonded for \$15,000 to Spokane people. The Mavis workings are only about 500 feet from those of the Bay.