

### Passenger Traffic Matters.

The winter service between Whitehorse and Dawson, Yukon, will be operated by means of a bi-weekly stage line, and passengers, express and freight are to be carried. Six four-horse sleds have been constructed, each having accommodation for 12 passengers and 1,000 lbs. of express, freight and mail matter, and road houses have been built for the accommodation of travellers every 25 miles. The trip will occupy  $5\frac{1}{2}$  days, no travelling being done during the night, but this time will, it is expected, be cut down somewhat when the trail becomes well broken. The trail follows the river and lake to Lower Laberge, then across country to Mackay's Post, and thence to Dawson by the river, except for one or two short cut-offs.

U. S. papers recently stated that transatlantic passenger fares were being cut to Canadian ports as well as to New York, and that the Elder-Dempster S.S. Co. was quoting a rate of \$29.50 to St. Lawrence ports, with low rates over the C.P.R., the G.T.R., and the Minneapolis, St. Paul and Sault Ste. Marie Ry. Enquiry shows that there has not been any change in the fares on incoming Elder-Dempster boats, and the railway companies have not received any notice that immigration rates are being cut to any points west. The only \$29.50 rates quoted by the Elder-Dempster Co. are from Antwerp and other continental ports, the rates from the British ports being as low as \$26.50. The railway fare from the port of debarkation is the same as it has been all summer. The rate to Toronto is \$8.50 for 1st cabin passengers, and \$6.65 for 2nd cabin and steerage passengers.

In May last a meeting was held at the Western Passenger Association's offices in Chicago with the object of securing the co-operation of the lake steamboat lines with the railways in abolishing commissions to ticket agents. The question was fully discussed by the representatives of the majority of the lake lines interested, but no decision was arrived at, and it was decided to call another meeting at Toronto in order that a fuller representation of the lines interested might be had. This meeting was duly held, but nothing was done, it being generally the opinion that the season was too far advanced to make any change, and in addition arrangements had been made for the payment of commissions to agents for the season. The W.P.A. is now again bringing the matter before the representatives of the lake lines with a view of having steps taken that may lead to the abolition of the commissions to ticket agents, at least for the season of 1902. It is requested that the question be considered at the annual meeting of the Great Lakes and St. Lawrence River Rates Committee which will meet at Sault Ste. Marie, probably in Jan., 1902. The railways having abolished commissions to ticket agents desire the co-operation of the lake lines in order to maintain the position they have taken on the matter. It is claimed that the agreement to this end has proved very satisfactory so far as the rail lines are concerned.

The Dominion Wire and Cable Co. is erecting a large factory on Lusignan St., Montreal, for the purpose of manufacturing wires and cable for electrical and other purposes, the most important department being that devoted to lead covered cable work. The ground floor of the new building has about 50,000 sq. ft. of space, and there will be two additional stories raised at the Guy St. end. The Co. will move into its new quarters in the spring, perhaps earlier.

A building to cost \$15,000 is to be erected at Point St. Charles, Montreal, by the local Railway Y.M.C.A.

### Montreal Harbor Elevators, Etc.

No substantial advance has been made with the proposal to improve the terminal facilities in Montreal harbor by the building of an elevator and the construction of additional wharves, with tracks connecting them with the railway systems. Two years ago W. J. Connors entered into a contract with the Commissioners to build an elevator at Windmill point, in return for certain concessions, and deposited \$50,000 as a guarantee. He did a certain amount of work putting in foundations, but failed to obtain the necessary financial support for the undertaking, and so allowed the contract to lapse. The Commissioners have entered an action in the Supreme Court to void the contract, and to recover the \$50,000 deposit. Mr. Connors says he has spent between \$40,000 and \$50,000 on the foundation and on plans, and offers to hand this and his contract over to the Commissioners in consideration of their giving him back his deposit.

The Commissioners wanted the elevator, however, and after consideration of ways and means applied to the Minister of Public Works, who decided to advance \$1,000,000 for the erection of an elevator and the carrying out of a comprehensive scheme of improvement of the terminal facilities. After paying visits to the U.S. grain exporting centers, the Commissioners decided to erect one elevator at a central point in the harbor at once, and to work out a scheme for additional wharf and elevator accommodation at Windmill point, and extra railway facilities in conjunction with the various railway companies and the Minister of Public Works. In carrying out this plan the Commissioners asked for tenders for the construction of an elevator, and accepted a proposal from Mr. Jamieson, of Montreal, to build one (described in our Oct. issue, pg. 311) for \$642,000. The plans were submitted to the Minister of Public Works, who said the price was too high, when compared with other elevators, notably the G.T.R. one under construction at Portland, Me. The plans were submitted by the Minister to Mr. Jenks, of St. Louis, Mo.; H. E. Vantlet, assistant engineer of the C.P.R.; Jos. R. Roy, and A. St. Laurent, who reported in detail, their findings being:—"That the whole machinery had been found to be efficient and well designed; that the elevator building itself has been found deficient in strength from the foundations to the top of the bins; that we cannot even approve of the general design of the bins as far as shown by the plans and specification; and that consequently we would recommend that the plans submitted for the elevator building be not approved." The Commissioners were not satisfied with this report, and instructed J. Kennedy, their engineer, to examine the plans and this report, and give his opinion thereon. Mr. Kennedy takes up the engineer's statements in extenso, and gives reasons for believing that the plans presented by Mr. Jamieson provided for the erection of a building sufficiently strong and of satisfactory design. This report has been sent to the Minister, and meanwhile the position remains unchanged.

In connection with the discussion of the plans, the Minister stated that \$20,000 had been offered by Mr. Jamieson in order that the awarding of the contract might be stimulated somewhat. The Commissioners asked for an investigation, the Minister declined to go into the matter, and Mr. Jamieson and the Commissioners denied that anything of the kind had been talked about. The result is that a strained feeling is said to exist, and there is a talk of abolishing the Commissioners and placing the harbor and the whole of the works under the Department of Public Works.

The Government experts who disapproved of Mr. Jamieson's elevator plans have replied

to the criticisms on their report by Mr. Kennedy, the engineer for the Harbor Commissioners. Their reply reiterates their former statement, that if concrete and iron columns are used, as proposed, the elevator will not stand, and that this is the inherent weakness of the Jamieson plan. The report concludes: "We believe the only way in which a contract should be given is on a carefully prepared plan, including all details, and with complete and detailed specifications. The contractor and engineer know then exactly what they have to do, and the work proceeds smoothly and quickly." An additional report by Mr. Lafleur, acting Chief Engineer of the Public Works Department, has been forwarded to Mr. Tarte, concurring in the report made by Messrs. Vantelet, Roy and St. Laurent. "It therefore seems to me," concludes Mr. Lafleur, "that a general scheme of terminal facilities, including railway tracks, sheds and cranes, should have been fully matured and laid out before the location and mode of construction of the grain conveyers was definitely decided upon."

**Northwest Elevators.**—Rules and regulations have been adopted by the Dominion Government for the control of public elevators and warehouses in the Manitoba grain inspection district. They provide that all elevators and warehouses on the right of way of any railway or on station grounds or other lands used in connection with such line of railway, at any siding or station in the inspection district referred to, in which grain is received, shipped, stored or handled, other than at terminal points, come under the new regulations, and the owner or lessee is required to take out a license, the annual fee for which is \$2. Complaints of fraud or oppression on the part of any person, firm or corporation operating such elevator or warehouse, will be investigated by the Commissioner, upon complaint being made to him in writing, duly sworn to, with proper presentation of the facts by any person aggrieved. Any person attempting to operate any such elevator or warehouse without obtaining a license, or any licensed warehouse man who violates the provisions of the act, is liable, on conviction thereof, to a fine of not less than \$10, and not more than \$1,000.

The G.T.R. exhibit at the recently closed Glasgow Exhibition has been removed to the Imperial Institute, London, Eng., where it will be placed on view.

### SHIPPING MATTERS.

#### Suspension of Coasting Regulations.

The Winnipeg Grain Exchange wired the Minister of the Interior on Nov. 18 requesting that U.S. vessels be permitted to carry grain from Fort William to Georgian Bay ports for the balance of the season, alleging a shortage of Canadian vessels and congestion of elevators.

This action was followed on Nov. 19 by the following telegram from Montreal to the Premier and the Minister of Public Works: "Owing to the exceptionally bad weather on the lakes the past two weeks every Canadian boat has lost at least one trip before navigation closes. This reduces our tonnage for grain from Fort William to Canadian ports by at least 1,500,000 bush., and seriously hampers us in filling our contracts for wheat which we have sold or contracted for with the railways to Goderich, Meaford, Collingwood, Midland, Owen Sound and Depot Harbor, and unless something can be done to help us out every grain shipper will have to default on his contracts. We would suggest giving American boats the privilege of