

## MARINE NEWS.

The foreign engineers on the President's consulting board all favor a sea level canal for Panama.

It is said that Mackenzie & Mann, railway promoters, contemplate as one of the links in their scheme for a trans-continental line the placing on Lake Superior of a fleet of ice-breaking car ferries.

The board of consulting engineers of the Isthmian Canal Commission has decided to substitute Brussels for Paris as the meeting place of the foreign members in January.

The Canadian Canals Corporation will seek to have a bill enacted by the Canadian Parliament this winter authorizing the construction of a canal and marine railway route for ships across Canadian territory from Georgian Bay to Lake Ontario.

A number of well-known navigation men of Hamilton, says the "Herald," are forming a new company which will operate a line of boats between that city and Montreal next season. The new line will have three boats, and will form an opposition to the Richelieu and Ontario Navigation Company, which makes Hamilton a port for its steamers.

The lighthouse on the False Duck Island, near Kingston, Ontario, recently destroyed by fire, was the oldest lighthouse in the country. On March 25th, 1828, when Sir John Colborne was governor of Upper Canada, the legislature of the province passed an Act granting £10,000 for erecting "a good and sufficient lighthouse" for the safety and convenience of navigation on Lake Ontario.

The largest, finest equipped and fastest steam schooner ever planned for trade on the Pacific Coast will soon be built for the Seattle-San Francisco run. The company is at present engaged in the lumber trade and is one of the several concerns represented by L. H. Gray & Company. The vessel will carry 1,000,000 feet of lumber when in commission and have accommodations for 50 first-class and 40 steerage passengers.

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## RAILWAY NOTES.

It is announced that the Brantford Street Railway will change hands. The purchasers are unknown. Big improvements and extensions are contemplated.

The Grand Trunk Railway intends putting up a new station on the north side of St. James Street, Montreal, and will elevate its tracks, thus doing away with all the level crossings. The estimated cost is six million dollars.

Mr. Brennan, Clerk of the Peace for the county of Lincoln, has received from Aubrey White, Deputy Minister of Crown Lands, plans and profiles for the extension of the Hamilton, Grimsby and Beamsville Electric Railway to St. Catharines.

The earnings of the Toronto Street Railway Co. continue to increase rapidly. The total receipts for November reached \$220,803, as against \$198,150 for November, 1904, an increase of \$22,653. The city's percentage for last month will be almost \$30,000.

The Canadian Northern Railway Company has ordered forty new locomotives, which may be increased to sixty, four hundred flat cars, one thousand box and stock cars, and several hundred passenger cars. This new equipment is for delivery during 1906, and if Canadian firms can meet the company's demands the orders may all be increased. An expenditure on equipment exceeding \$2,000,000 is anticipated.

It is stated that the Grand Trunk Railway Co. have let the contract for the equipment of the Port Huron-Sarnia tunnel with electric power for the operation of trains. The contract involves the building of large power houses in Port Huron and Sarnia, and the total cost is said to be nearly \$700,000. The third rail system and powerful electric locomotives will be used. The adoption of electricity will remove all danger from gas in the tunnel.

The net earnings of the 113 miles of the Temiskaming Railway from North Bay to New Liskeard for the seven months ending with October totalled \$84,000, or equal to 3 per cent. on the capital invested. That is a capital showing, and there is every reason to expect that the record so far made will be maintained. The recently discovered mineral wealth of New Ontario, to which the success of the road is largely due, will, there is every reason to believe, prove a permanent source of wealth.

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## MINING MATTERS.

It is reported that the Rainy River District has the richest gold deposits in the world.

The Moose Mountain Iron Ore deposits have passed into the hands of Mackenzie & Mann.

The iron mining properties on Vancouver Island held by Messrs. Bentley & McGregor have been sold to a company of United States and English capitalists.

A report from the Assistant Commissioner at White Horse states that a rich vein of gold ore a mile and a half long has been struck in the Montana mines. It is said this is worth \$12,000,000.

Coal abounds in almost inexhaustible quantities in the country some distance north of the Bulkley valley, which is watered by several tributaries of the Skeena River, according to a member of the J. H. Gray survey party, who returned from the north recently.

The directors of Cariboo Consolidated, Limited, have convened an extraordinary general meeting of the company for the purpose of submitting resolutions in favor of increasing the capital of the company to £220,000 by the creation of 200,000 preference shares of 2s. each.

In the report of the Bureau of Mines, part second, which has just been published, Mr. Willet G. Miller, Government geologist, embodied the results of his recent surveying trip in the cobalt and silver mining fields of the Lake Temiskaming region. The report is an exhaustive one, containing some 60 pages of very interesting information, profusely illustrated from photographs taken during the trip.

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## LIGHT, HEAT, POWER, ETC.

The Montreal Light, Heat & Power Company, Montreal, will erect a building for their head office. The price paid for the land is said to be \$50,000.

The Shawinigan Falls Power Company is figuring on running a line from Three Rivers to Victoriaville and from thence to Thetford Mines and Black Lake. They will furnish power for the working of the mines and also supply light and power for the various villages in Megantic.

The conflicting power interests on the Ottawa and Hull side of the Ottawa River have, it is stated, agreed to jointly construct a dam for the development of more power. Each side will bear one-half of the cost and the power is to be equally divided, while the litigation will be dropped. The interests, however, desire that the Government go on with its proposal to construct dams to hold back the water in the Upper Ottawa.

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## PERSONAL

W. C. Mitchell, general superintendent of the British Westinghouse Electric & Mfg. Co., Ltd. (late of The Illinois Steel Co., Chicago, and the Nicopol Mariopol Mining and Metallurgical Co., Mariopol, Russia), has resigned his position to associate himself with Charles P. Markham, Chesterfield, Derbyshire, England.

We understand that Mr. H. H. Henshaw has resigned from the directorate and general managership of the Allis-Chalmers-Bullock, Limited. Prior to accepting the general managership of the company referred to, in June last. Mr. Henshaw was secretary-treasurer of the Montreal Light, Heat & Power Co.