

states that in accordance with the city by-law passed last summer, compelling the company to put all wires underground, it had commenced that work and had made excavations. The city had, however, stopped the work on the ground that the company had no power to use streets and lanes for conduits.

The question of the operation of street cars on Sundays has come up for consideration by the Ontario Legislature in bills put forward by various company and municipally owned lines at the current session. The general policy of the Government in regard to these was stated by the Premier in reply to a deputation from London, Mar. 10, asking that such operation be not allowed. He stated the Government had no right to decide the question of Sunday cars on purely moral grounds. Neither London nor any other municipality would get Sunday cars unless the people voted for them, and it will be a future and not a past vote.

Grain Elevator Notes.

The Alberta Pacific Co.'s elevator at Ponoka, Alta., and 20,000 bush. of grain, were destroyed by fire recently.

Conger & Co.'s elevator at Rouleau, Sask., was destroyed by fire recently, together with about 70,000 bush. of grain.

Arrangements are reported to have been made for the erection of an elevator at Wainwright, Alta., for M. Orr, Stoughton, Sask.

The Vancouver Milling and Grain Co. has let a contract for the construction of an elevator of 115,000 bush. capacity at Vancouver, B.C.

The Northern Elevator Co. has commenced work on the construction of elevators at Leslie and Elfors, Sask., and is said to be contemplating the erection of another one at Wynyard, Sask.

Clark and Hannah's elevator, Orangeville, Ont., and about 20,000 bush. of grain, were destroyed by fire recently. The estimated loss is \$12,000, of which \$4,000 represents the elevator.

K. Burnett, Nanton, Alta., is reported to have secured a site in Vancouver for the construction of an elevator there, which it is stated will be ready for operation for dealing with the coming season's winter wheat.

Press reports state that 43 elevators will be built in Alberta during the current year, divided as follows: Alberta Pacific Elevator Co., 25; Alberta Grain and Elevator Co., 8; and private firms, 10. Most of these, it is stated, will be erected in the southern part of the province.

As a result of a recent meeting between a New Westminster, B.C., deputation and members of the Calgary Grain Conference, a committee of six has been formed to investigate the question of the erection of terminal elevators at New Westminster for the purpose of handling grain from the prairie provinces.

An order-in-council has been passed establishing fees for the inspection and weighing of grain as follows: For inspection, grain in sacks, one-third cent. per cental; in bulk, 50c. per carload; and 50c. per 1,000 bush.; for weighing, 30c. for each carload into and out of elevators, and 30c. per 1,000 bush. for each cargo from elevators.

Application is being made to the city council of Vancouver, B.C., by H. Moorer & Co., Kingston, Ont., for assistance in the erection of a terminal elevator at that port to cost \$400,000, by way of exemption from taxation and a guarantee of bonds. Press reports state that the request is not likely to be granted, as the Dominion Government and the C.P.R. have under consideration proposals for the construction of elevators at that port.

F. W. Peters, Assistant to Second Vice-

President C.P.R., Winnipeg, who was in Vancouver recently, is stated to have assured the local authorities that the company is prepared to deal with the question of erecting elevators on the Pacific coast, and that it will be found that when grain begins to move westward, elevators will be there to deal with it. When the time came, the matter would be principally in the hands of F. F. Busteed, General Superintendent of the Pacific Division, who superintended the erection of the terminal elevators at Fort William, Ont.

The Alberta Grain Growers' convention at Calgary, recently, adopted a resolution to urge the Dominion Government to undertake the erection and operation of a terminal elevator on the Pacific coast, to deal with Alberta grain shipped west, and failing action by the Government, to urge the C.P.R. to undertake it, to be ready to handle the 1909 crop. The convention also desired amendments to the Manitoba Grain Act, in its application to Alberta, so that any farmer wishing to put grain through elevators by sale or otherwise be enabled to obtain cars in the same proportion as if loaded from platforms, and that the companies keep books for the purpose of entering requests for cars.

Regarding the C.P.R. elevator which is to be constructed by the John S. Metcalfe Co., on Maple Island, near Victoria Harbor, Ont., at the terminal of the Georgian Bay and Seaboard Ry. (C.P.R.), we are advised that in the main it will be the same as the one recently constructed by the same firm for the G.T.P.R. at Tiffin, Ont., a description of which appeared in our Dec., 1908, issue. In the case of the C.P.R. elevator, the working house will be smaller, and the power plant larger than that of the G.T.P.R. Any other differences are of a minor character. The capacity of the new elevator will be 2,000,000 bush., and the contract price is about \$900,000.

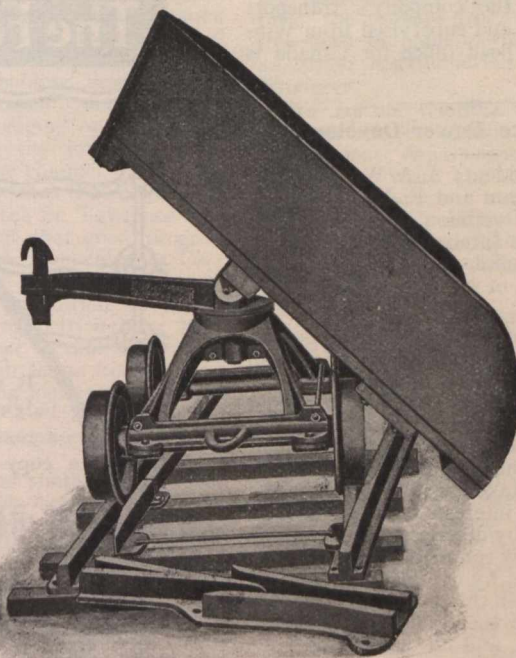
MARINE DEPARTMENT.

The Sagamo-Kenosha Collision.

Commander O. G. V. Spain, R.N., Dominion Wreck Commissioner, has given the following judgment in connection with the investigation of the collision which occurred between the Muskoka Lakes Navigation and Hotel Co.'s steamboats Sagamo and Kenosha, at Beaumaris, Ont., Aug. 11, 1908:

"The court having made a full and exhaustive enquiry into all the circumstances attending the casualty, and having carefully reviewed the whole of the evidence that it was possible to obtain from the officers and crews of the vessels themselves, and also from passengers, finds as follows: The accident was caused by the Kenosha striking the port quarter of the Sagamo with her stem. The court considers that the officers of the Kenosha are in fault, that the Captain was below at the time of the accident, and the deck was in charge of Jas. Ariss, the mate, who was under the influence of liquor, and incapable of performing his duties in a satisfactory manner. There were large numbers of passengers on board each vessel, and it was much more by good luck than good management that a serious disaster was averted. R. Hanson, Captain of the Kenosha, who holds a certificate of competency as master of a passenger vessel in the minor inland waters, is severely censured, not only for being below at the time his vessel was leaving the dock, but also for leaving the deck in charge of an officer who was under the influence of liquor. The certificate held by Jas. Ariss, as mate in the minor inland waters, is cancelled, as the court considers that an officer who is intoxicated when in charge of a vessel, more especially a vessel carrying large numbers of passengers, is not a fit and proper person to hold

Champion Revolving Dump Car



The CHAMPION CAR is radically different from any now on the market. It is simple, strong, compact and being built entirely of iron except the bed, is extremely durable. The bed revolves and may be dumped on either side or end. Write for catalogue of cars and drums.

The Canadian Road Machine Co., Limited
HAMILTON, CANADA