

TRANSPORTATION NOTES.

STEAM.

The G. T. R. has decided not to enlarge its locomotive repair shops at Stratford this year.

The C. P. R. has let contracts for block signalling its lines between Montreal and Vaudreuil.

The Temiskaming & Northern Ontario Railway Commission will appoint a purchasing agent.

The Prince Edward Island Railway is calling for tenders for the construction of erecting machine and blacksmith shops at Charlottetown.

The Canadian Northern Railway is said to be about to establish extensive car shops in Montreal, instead of Winnipeg, owing to the unsettled state of the labor market in the Western metropolis.

The jury in the inquest over the victims of the C.P.R. train disaster at Azilda blamed a defective air-brake service on the train going east, but found that the train crew took the usual precautions in handling the train.

Property of the C. P. R. in the old Granville Township, Vancouver, worth nearly \$2,000,000, held in trust by Lord Strathcona and Mr. R. B. Angus, has been conveyed to the Royal Trust Co., who will in future transact all business connected therewith.

AFLOAT.

The Muskoka Lake Navigation & Hotel Company will place another on the tourist trade.

The C. P. R. has placed a steamship, the "Lake Erie," on the route between Belfast and Montreal.

The Dominion Government dredge, "Galveston," is now at work on the Beaujean banks below Quebec.

The steamer "Tees" will replace the "Queen City" on the West British Columbia coast route, between Victoria and Quatsino.

The Montreal Transportation Company's barge, "Cornwall," passing through the Soulanges Canal with a cargo of flax seed was struck by the steamship "Dundurn" and sunk.

The Dominion Marine Department will light the channel from Murray Bay to Quebec with range lights, thus making navigation safe along the whole of the St. Lawrence.

The C. P. R. is making a thorough investigation at St. John prior to deciding whether it will run its "Empress" steamers to that port or Halifax during the winter season.

Capt. Worsnopp, on behalf of an English shipping firm, has completed arrangements with the Canadian and Mexican Governments for a monthly steamship service between Victoria and Vancouver and Manzanillo, Acapulco, and Salina Cruz. Each Government will bonus the enterprise to the amount of \$68,000.

ELECTRIC.

Over 450,000 passengers were handled by the Ottawa Electric Railway during the exhibition week, an increase of 50,000 over the same week of the previous year.

"First-aid" cabinets are being affixed to the electric tramway standards in Leicester, England. Bandages and appliances for dealing with an accident are obtained by breaking a glass window in the cabinet as in fire alarm boxes.

The British Columbia Electric Railway Company has just had installed what is said to be the largest generator ever made in Canada. It is 2,000 horse-power three-phase, 7,200 alternation, and was made by the Westinghouse Company, Hamilton. The order includes much other machinery.

Toronto Street Railway carried during exhibition weeks 4,540,829 adult passengers—two children being counted as one adult—an increase of 338,958 on the numbers carried during the Exhibition fortnight of 1905. The mileage travelled by the cars totalled 690,004, an increase of 3,129 miles over that of 1905.

BETTER CROP-MOVING FACILITIES.

To meet the increased transport requirements of the West, largely increased elevator and vessel accommodation has been provided. Four additional carriers are being placed in service between the upper and lower ports, the "Scottish Hero" (Canadian Lake and Ocean Navigation Co.), with a capacity of 125,000 bushels; the "Winona," capacity 120,000 bushels; the "Edmonton," capacity 75,000 bushels, belonging to J. T. Matthews; and the "Dundee," capacity 120,000 bushels, is to be delivered to Hamilton interests next month for service.

Last year at this time elevators were well filled, but at present those at Fort William, Depot Harbor, and Midland are meeting with no difficulty on that score. The eastward grain movements will doubtless become much larger in a week or two. This year, elevator accommodation is much larger. The new elevator at Tiffin, with a capacity of 1,000,000 bushels is to be ready for October 1. An addition to the elevator at Depot Harbor is being made to give a storage to 1,000,000 bushels, and a new elevator is going up in God-

erich where 15,000 bushels may be stored. There is storage therefore for upwards of 3,000,000 bushels more than last year, which will probably do much to prevent the deadlock which prevailed last fall.

RAILWAY EARNINGS.

	1905.	1906.	In. %
Canadian Pacific (mileage, 8,792):			
Second week September	\$1,045,000	\$1,371,000	31.19
First week September	900,000	1,267,000	31.1
Month August	4,738,000	6,197,000	26.5
Grand Trunk (mileage, 4,085):			
Second week September	841,107	864,706	2.85
First week September	806,810	932,809	9.3
Month August	3,487,905	3,885,271	11.4
Canadian Northern (mileage, 2,433):			
Second week September	78,200	148,100	89.38
First week September	73,400	144,200	96.4
Month August	357,900	596,900	38.3
Toronto Street Railway (mileage 98):			
Second week September	57,881	64,148	18.46
First week September	93,836	99,010	5.5
Month August	255,880	291,803	14.03
Montreal Street Railway (mileage 129):			
Second week September	123,208	141,243	14.55
First week September	64,309	74,085	15.69

The Ottawa Electric Railway handled 100,000 passengers on one of the fair days, earning \$4,000 for that day.

The Canadian Northern Railway gross earnings for August last increased from \$357,900 in 1905 to \$594,900 in 1906, or 38.2 per cent. The mileage rose 29.6 per cent. in the twelve months.

The gross earnings of the Canadian Pacific Railway for August last amounted to \$6,097,000, an increase over the same month last year of 26.5 per cent. The average earnings per mile in August, 1906, were \$694 against \$550 in 1905.

The traffic of the Toronto Street Railway during the two weeks of this year's Exhibition was the largest on record. The gross earnings during fairtime were \$186,871, an increase of \$12,974, or 7 per cent. on the earnings of the fair last year.

The Canadian Pacific's gross earnings for the period January 1st to August 31st this year, showed an increase of 29 per cent. over the same period last year; the Grand Trunk's, 10 per cent., and the Canadian Northern's, 61 per cent.

The mileage of the Canadian Pacific Railway is just about 50 per cent. in excess of that of the Great Northern over the border. The Canadian Pacific's gross earnings during August last were 27.8 per cent. in excess of those of the American road.

Only one railroad on this continent—the New York Central—beat the aggregate gross earnings of the Canadian Pacific for the first eight months of this year, which totalled \$42,352,750. The Northern Pacific, the Southern, and the Illinois Central roads were next in the running.

GOING AFTER FOREIGN TRADE.

Not so long ago, while foreign firms were establishing branches in Canada, the Canadian concerns who were doing business outside the Dominion could be numbered almost on one's fingers. All this is materially changing, and every day one hears of Canadian firms opening branches in all parts of the world.

One of the latest Canadian firms to do this is Business Systems Limited, of Toronto, who have recently opened up at 32 Cheapside, London, England. Mr. H. J. King, the general manager, went to the Old Country some months ago to investigate the opening in the British market for his goods. The result is the opening of a London office completely equipped with a strong selling force.

The progress made by Business Systems Limited is especially noteworthy in view of the fact that, although this concern has only been in existence one year, they are already so thoroughly organized as to be able to extend after foreign trade.

The English manager of Business Systems will always be glad to welcome Canadian business men who are visiting in the Old Country. The London office is equipped with writing-rooms and stenographers for the use of Canadian business men, who are invited to make this their headquarters while in the Old Country, and to have their mail addressed in care of Business Systems Limited, 32 Cheapside, London, E.C., England.

A Commonwealth office for the dissemination of Australian commercial, political, and other information to Americans, Canadians, and Australian visitors to the United States is to be established at the British Consulate in Chicago. The departure is to cost \$750 a year.

September 21, 1906.

COBALT A

Head of Division of United
Makes a Statement to

The extent of the mineral become more than ever a live ordinary advance in the stock of pany, whose property is in the and is the largest in area of an panies. The stock, the par value is \$6,000,000, has been selling New York, the headquarters of the New York, Boston, Philadelphia Cobalt—which has no doubt co sing boom.

But the dominating factor in in a month from 6 to 18—the s at 18½ has been the discovery and richer than anything hithert where in the Cobalt district hav oughly prospected, as brush, e rocks in which the silver veins acres, not 100 have been really ground is surrounded by silv while there is a speculative elem of the district; the ore actually position of New Ontario a differ characterized the exploitation of areas in the early nineties.

Who is Dr. Van Hise?

It was supposed by some th were too good to be true—that t sure to prove illusory to the adv The testimony of the scientists estimates of New Ontario's rich tessor Miller, the Provincial Geo scientists, is strengthened by Hise, who has been a member logical Survey since 1883, and and Metamorphic Division. Dr. of Wisconsin University. He w after a second visit of several w with "The Monetary Times" t So that there might be no quest towards the public of such an Hise dictated and revised for pul ment:

"I am returning to Madison, few weeks in Northern Ontario, District. The development sinc year ago has been very rapid. more veins have been uncovered a year ago, and some of these width and great richness.

True Fissure Veins.

"When silver was first disco the veins found were with perha what small, commonly they w short distance from the surface they would extend only to a v doubtless true of many of the s discoveries of veins from 6 inch width, and the tracing of such v tance along the surface puts a life of the District.

"So far as one can see, the differ in no respect from the gre America. Recent developments principal veins of the Le Rose, n lateral extent, and upon the Nip been a number of discoveries two of which are very notable. probably has an average width feet. It has been traced continu more than 100 feet, and has bec These wide veins at the surface without sampling are just as rich were earlier discovered.

"I can see no reason why th District should not have as great of similar width in the Western no doubt that these great veins are fidence in the future of the cam

The Columbus Cobalt Silver complete steam plant comprising and air blower, with a full outf cross vein running out at right vein has been discovered, which well.

Senator John Lovitt, preside Yarmouth, has been found guilty the Government. Sentence w appeal, and Mr. Lovitt was adm