

posa, which was wrecked in the Lama Passage, Oct. 8, 1915, is being overhauled and repaired at Esquimalt. She was floated on Nov. 23, by the British Columbia Salvage Co., and repairs to the hull were made at Seattle, the balance of the work being undertaken by Yarrows Ltd. It is stated that the repairs will cost about \$250,000, and that when completed, the vessel will re-enter the Alaska trade.

The Grand Trunk Pacific Coast Steamship Co. announces that it will extend its service to Alaska next summer. It is stated that the service will probably be started by one of the company's smaller vessels, but during the tourist season, the steamships Prince George and Prince Rupert will be run through from Seattle, Victoria, Vancouver to Prince Rupert, Ketchikan, Wrangel, Juneau and Skagway. A tri-weekly service will be run between Seattle and Prince Rupert and a weekly service between Prince Rupert and Skagway.

British Control of Shipping.—An Imperial order in council has been issued providing for a more stringent control of shipping. After Mar. 1, no British vessel exceeding 500 tons, except it is engaged in the coasting trade, will be allowed to proceed on any voyage, unless a license to do so has been granted by the Board of Trade. Another order in council provides for a restriction of imports, so that a number of vessels may be released for war purposes. Almost the whole of the steamships engaged in Canadian trade are registered in Great Britain, but as these have been, more or less, engaged in war trade since the commencement of the war, it is not anticipated that they can suffer any further restriction.

The Wire Drag has revolutionized hydrographic surveying, says the annual report of the United States Coast and Geodetic Survey. It has long been realized that soundings with the leadline, no matter how carefully and closely spaced, were not infallible, and that submerged rocks and ledges were often missed, as has been demonstrated by numerous wrecks and frequent damage due to striking unknown rocks in surveyed waters; but with the development of wire drag hydrography, these submerged dangers have been discovered and charted.

The Huntsville, Lake of Bays and Lake Simcoe Navigation Co's annual meeting was held at Huntsville, Ont., Feb. 11, when the annual report was adopted. The balance remaining in hand for 1915 was carried to the credit of profit and loss, no dividend being declared. The directors were re-elected as follows:—C. O. Shaw, Huntsville, President; H. Foster Caffee, Brockville, Ont., Vice President; W. J. Moore, Huntsville, General Manager and Secretary; J. W. McKee, Huntsville, Treasurer.

Harbor Expenditure at Port Nelson.—Replying to questions in the House of Commons on Feb. 8, the Minister of Railways and Canals stated that expenditures on dredging, lighting and other improvements at Port Nelson, Hudson Bay, so far as his department was concerned, were, to Jan. 1, 1916, \$5,018,711.74, and estimated amount required to complete the work, \$5,000,000.

Montreal Transportation Co. Ltd.—The board of directors elected for the current year at the recent annual meeting, is as follows:—B. McLennan, President; Farquhar Robertson, Vice President; L. L. Henderson, Managing Director; H. A. Calvin, A. Kingman, G. L. Ogilvie and A. G. Thomson. The Secretary is W. Crawford.

Montreal Harbor Commissioners Propose Railway Electrification.

An important feature of the Montreal Harbor Board's annual report is the section dealing with the electrification of the existing harbor railways, and the necessary future extension of the same. The report says:—"The increase in the railway traffic of the port and the mileage of trackage in operation makes it important to proceed with the utmost dispatch in establishing facilities which will not only retain Canadian trade, but which, by their superiority over those provided at competitive ports, will attract additional business. With this object in view the commissioners have, during the past year, devoted much time and thought to a study of a scheme for the complete electrification of the harbor railway terminals, visiting and inspecting in the meantime the electric freight terminals of the New York Central, Pennsylvania, and New York, New Haven & Hartford Railroads at New York, Oak Point, New Rochelle, etc., where the application of electricity had proved successful in the movement of freight at the various terminals. It was also ascertained that, in addition to the primary object of overcoming the smoke nuisance, the application of electricity had proved that it had, among many other, the following advantages over steam for railroad traction:—Economy in operation and maintenance; flexibility of control; availability for immediate service; fewer units required for equal service; elimination of corrosion of steel and galvanized iron by acid gases; fire danger reduced; and standby losses much lowered. As a result of this investigation, an expert electrical engineer has, for some time

past, been engaged in studying on the ground the railway conditions of the port, and preparing a report as to designs, types and estimates, upon receipt of which it is proposed, should the report confirm the conclusions arrived at by the commissioners, to proceed at once with the work of completely electrifying the Montreal harbor terminals, upon the consummation of which Montreal will have the distinction of being the first port in the world possessing a complete system of electrified freight terminals."

The report also deals with the question of the extension of the harbor works in order to cope with the growing necessities of the port. One part of the plans under consideration includes the erection of a bridge from the Mackay Pier to St. Helens Island and thence to the south shore of the St. Lawrence. This bridge, it is suggested, will be 90 ft. wide, providing for 2 footpaths, street railway tracks and railway tracks, the latter being electrified in the same manner as it is proposed the rest of the harbor tracks will be, and these railways will be connected up with the lines now in operation on the south shore. The proposed extension of the Bickerdike and Mackay Piers will permit the building of a railway which will give direct communication with the main shore wharves of the harbor and the two piers, instead of the traffic having to go almost up to the G.T.R. yards and the Victoria Bridge before getting to the piers.

The traffic returns show an increase of more than 15 per cent.; the total cars handled being 157,480 against 114,449 in 1914. The commissioners' railway department was organized in 1907, in which year 70,856 cars were handled. The disbursements on capital account during 1915 so far as the railway is concerned were \$145,065.93.

Grain in Store at Terminal Elevators, Interior Terminal Elevators and at Public Elevators in the East.

Week ending Feb. 11, 1916.	Wheat. bushels.	Oats. bushels.	Barley. bushels.	Flax. bushels.	Totals. bushels.
Fort William—					
C.P.R.	3,651,794	819,775	321,802	.....	4,793,371
Consolidated Elevator Co.	1,157,957	322,881	43,616	80,203	1,604,657
Empire Elevator Co.	1,544,450	475,469	110,426	171,912	2,302,257
Ogilvie Flour Mills Co.	940,673	198,099	58,138	.....	1,196,910
Western Terminal Elevator Co.	1,369,355	327,464	42,151	117,224	1,856,194
G.T. Pacific	3,443,331	2,055,338	126,670	114,316	5,739,655
Grain Growers' Grain Co.	1,518,983	617,718	173,937	.....	2,310,638
Fort William Elevator Co.	996,502	400,404	42,796	31,463	1,471,165
Eastern Terminal Elevator Co.	761,726	182,734	48,675	.....	993,135
Port Arthur—					
Port Arthur Elevator Co.	4,551,343	2,028,023	343,624	94,525	7,017,515
D. Horn & Co.	157,137	103,057	13,913	138,878	412,985
Dominion Government Elevator	2,125,853	876,649	105,754	76,349	3,184,605
Grain afloat	1,973,657	973,311	.....	.....	2,946,968
Total Terminal Elevators	24,192,761	9,380,922	1,431,502	824,870	35,830,055
Calgary Dom. Govt. Elev.	12,192	94,199	5,339	.....	111,730
Saskatoon Dom. Govt. Elev.	1,439,404	235,453	16,095	30,587	1,721,539
Moose Jaw Dom. Govt. Elev.	644,069	93,236	5,354	9,658	752,317
Total Interior Terminal Elevators..	2,095,665	422,888	26,788	40,245	2,585,586
Depot Harbor	147,645	.....	.....	.....	147,645
Midland—					
Aberdeen Elevator Co.	355,152	.....	.....	.....	355,152
Midland Elevator Co.	63,804	151,860	.....	.....	215,664
Tiffin, G.T.P.	810,165	678,494	189	.....	1,488,848
Port McNicoll	1,938,968	98,847	22,703	.....	2,060,518
Collingwood ....	.....	.....	.....	.....	.....
Goderich Elevator & Transit Co.	671,953	115,218	.....	.....	787,171
Kingston—					
Montreal Transportation Co. ....	.....	.....	.....	.....	.....
Commercial Elevator Co.	8,624	41,590	.....	.....	50,214
Port Colborne	610,751	738,301	.....	8,920	1,357,972
Prescott ....	.....	.....	.....	.....	.....
Montreal—					
Harbor Commissioners No. 1	471,410	.....	.....	.....	471,410
Harbor Commissioners No. 2	535,839	1,001,995	112,079	.....	1,649,913
Montreal Warehousing Co.	32,387	1,101,086	1,391	.....	1,134,864
Quebec Harbor Commissioners	57,804	26,066	3,404	.....	87,274
West St. John, N.B.	963,788	133,633	183,712	.....	1,281,133
Halifax, N.S. ....	.....	.....	.....	.....	.....
Total Public Elevators	6,668,290	4,087,090	323,478	8,920	11,087,778
Total Quantity in Store	32,956,716	13,890,900	1,781,768	874,035	49,503,419