

ous commercial features which concern the undertaking under their control."

Montreal, Que.—Nearly seven million bushels more grain have passed through the Lachine Canal thus far in 1913, than for a similar period of last year. The exact increase is 6,911,919 bushels, or more than the total receipts for the month of May, 1912. Wheat, corn, barley, flax and oats are included in the shipments, which comprise a record for the Lachine Canal. The carriage of wheat alone is almost doubled this year, its total of something over ten million bushel being balanced against five million for 1912. Mr. Ste. Marie, canal revenue officer, predicts even a greater increase for the remaining months of the season. "The Fort William and Port Arthur elevators are not nearly exhausted yet," he said recently, "and the chief reason why shipments have not been even heavier than they have, is because Montreal elevators have not been able to cope with the onrush of grain that has been pouring into them since navigation opened late in April. When we have secured sufficient elevator accommodation at this port, Montreal will get all, or practically all, of the Canadian shipments from the West. The St. Lawrence route, besides being the shortest, is the most expedient for lake shippers, and we may expect to get more records broken when we supply facilities for handling the grain once it gets here."

Vancouver, B.C.—"The Burrard Inlet is a splendid place in which to locate a floating drydock. I should prefer a floating to a graving dock, which was in fashion forty years ago, but which has since grown too small or become unadaptable because the shipping centre has moved away. But Vancouver really needs a floating dock," said Mr. James Fowler, of Seattle, Lloyd's agent for the Pacific coast, to the sub-committee on harbor affairs of the board of trade when discussing Vancouver's requirements in the matter of docks. Mr. Fowler recommended the erection of a floating dock, 12,000 to 15,000 tons weight, for Vancouver harbor. It should be 600 feet long, and there should be at least 90 feet between the towers. Such a dock would satisfy the needs of this port for many years. A structure at Seattle, built for the Seattle Construction Company, approximately of this size, cost about \$650,000. But it was built in sections, a method of which Mr. Fowler disapproved. "For Vancouver especially, where there is just now no centre of shipping, a floating drydock, which can be moved up the harbor as wharves are built toward the east, is vastly to be preferred to a graving dock," said Mr. Fowler. "It can be built in one-quarter of the time, and its proportionate cost is less. The vessels can be docked and undocked much more easily. Lloyd's will insure a floating drydock at rates as low as graving docks. The difference in cost of upkeep is offset by the additional advantages." Mr. Fowler also drew attention to the floating drydock being constructed by the Grand Trunk Pacific for Prince Rupert. This is to be 610 feet long with 110 feet between towers. The committee appointed the chairman, Mr. Stone, and Mayor Baxter to be a sub-committee to interview the authorities of Canadian Pacific Steamship Service and to ask what will be their share in the establishment of a drydock for Vancouver.

Montreal, Que.—The administration of the St. Lawrence ship channel is likely to be attached to the inside service at Ottawa by legislation to be introduced next session. At present it is a part of the outside service. Sir George Murray in his report on the public service suggested direct control from Ottawa of the staff and works, upon which millions are being spent, and it is wholly probable that it will be followed out. There will also be legislation abolishing the pilots' corporation at Quebec, as was recommended by a commission which last winter investigated the pilotage system. Its report came too late to be acted on last session.

Ottawa, Ont.—The application of the Canadian Pacific Railway Company to the Government for authority to increase the company's capital stock by a further issue of shares to the par value of \$60,000,000 is likely to be granted. The application has been before the Government since last August, but was not pressed last year in view of the alternative adopted by the company of issuing new stock last fall under the provisions of its charter legislation in regard to stock issues against branch lines. It is understood that the company does not wish to exhaust this method of further increasing its capital stock without recourse to Government sanction, and consequently authority for the next issue will be sought from the Government. Justification for such sanction is urged on the ground that the company is now carrying out a program for main line and general improvements aggregating \$100,000,000. It is known that several members of the Cabinet are in favor of granting the application made by the company last August and which has never been withdrawn. Hon. Robert Rogers has frankly stated that he is in favor of Government sanction for the sixty million stock issue. He takes the ground that the greatest need of western Canada is better transportation facilities to keep pace with the rapid development of the country. If the C.P.R. wants to raise sixty million dollars more to spend on the road he sees no reason why the application should be refused.

Toronto, Ont.—A summary of the total expenditure on county roads for the year, according to W. A. McLean, Provincial Engineer of Highways, in his annual report, is as follows:—Road construction, \$407,547.90; permanent bridges, \$213,162.41; superintendence, \$15,764.73; machinery, plant and equipment, \$39,946.22; special county grants to townships, towns and villages, \$18,821.26; toll roads, \$16,830, making a total for the year 1911 of \$712,072.52. Provincial grants of one-third of the total expenditure, in accordance with the Highway Improvement Act, amounted to \$237,357.50, payment being made during the Provincial fiscal year 1911-12. County expenditure, or the remaining two-thirds, was \$474,715. The roads graded, drained and metalled with broken stone and gravel amounted to 240 miles. The expenditure included the construction of 281 tile culverts, 155 other culverts of less than 10 feet span; and 113 bridges of more than 10 feet span. Culvert and bridge construction was all of a permanent type, using concrete tile and corrugated iron for small waterways; principally concrete for culverts of a larger size; and steel and reinforced concrete for bridges, piers and abutments being of solid concrete. Bridge and culvert construction largely proceeds in advance of actual road improvement, as in many cases, the immediate rebuilding of old and decayed wooden bridges on the designated county roads is imperative in the interest of public safety.

Traffic through the American and Canadian canals at Sault Ste. Marie for the 1912 season is recorded as follows: The total freight traffic of both the American and Canadian canals was 72,472,676 tons for the season of 1912, an increase of 36% over 1911. All items of freight show an increase when compared with the season of 1911, except coal, salt, copper and building stone. The total number of passengers was 66,877, a decrease of 13,074, and the passages through both canals numbered 22,778, a gain of 22% over 1911. Traffic through the American canal was 45% of the total freight, 55% of the total net registered tonnage, and 44% of the total number of passengers carried. Through the Canadian canal traffic was 55% of the total freight, 45% of the total registered tonnage, and 56% of the passengers carried.