

ing been invited to send a representative to so important a convention, and there is no doubt that if one is sent he will prove himself a credit to his constituents, in fact, it would be a difficult matter to pick one from our number who wouldn't be.

Your subscription for 1903 will be due on Jan. 1, and prompt remittance is urged. THE RAILWAY AND SHIPPING WORLD for Jan. will be supplied to all members, but after that month, in order to protect the funds of the Association, it will be sent to only such members as have paid their fees for 1903. The Editor of our official organ has requested me to state that he will at all times be glad to insert any letters or articles sent in by members, if considered by him to be of such a character as to interest its readers.

"Ticket agents eligible for membership who have neglected their opportunities are urged to do so no longer, but remit \$3 to the Secretary-Treasurer and become a useful member of a useful and profitable Association. There are many agents, but few members, hailing from the Maritime Provinces. To such unattached a special appeal is made to join the ranks, and so have reason for taking more than a latent interest in our visit in Oct."

### Grain Elevator Notes.

It is proposed to erect a 75,000 bush. elevator at Hartney, Man., on the farmers' co-operative plan, for next season's crop. There are now six elevators at Hartney.

The Montreal Harbor Commissioners have decided to obtain the electrical power for the new grain elevator from the Montreal Light, Heat and Power Co., if the Co. will agree to fix the same price for a term of five years.

The Ogilvie Flour Mills Co. has been granted a free site at Fort William, Ont., for a 500,000 bush. elevator and a flour mill, to have a capacity of 1,500 barrels a day. Construction will be commenced early in the spring.

The receipts of wheat at Port Arthur, Ont., for the navigation season of 1902 were 3,940,316.40 bush. at the Canadian Northern elevator, and 486,254 bush. at King's elevator, and the shipments were 3,495,955.20 bush. and 519,981.50 bush. respectively.

At the end of 1902 there were in operation in Western Canada grain elevators having a total capacity of 30,045,300 bush. divided as follows: East of Winnipeg, including Winnipeg, 8,433,000; west of Winnipeg, in Manitoba, 16,027,300; Northwest Territories, 5,585,000 bush.

The Underhill Farmers' Elevator Co. (Ltd.) has been incorporated under the Manitoba Companies' Act, with a capital of \$20,000 to erect a grain elevator at Underhill, Man. The provisional directors are: J. Coxworth, H. James, W. B. Muir, J. Barber, J. Gibson, J. Reid and A. Peasley, of the municipality of Cameron, Man.

The Chief Engineer of the Montreal Harbor Commission has prepared plans for a system of conveyors, permanent sheds and tracks along the wharves in connection with the new elevator. The plans have to be approved by the Department of Public Works as well as by the Commissioners. It is expected to have these works completed by Aug.

The C.P.R. reports that from Sept. 1 to the close of the season of navigation 15,490,424 bush. of wheat were received at its elevators at Port William, Ont., and 14,768,912 shipped out, against 12,085,735 received and 12,008,235 shipped in 1901. The total wheat marketed at C.P.R. points west of Lake Superior was 22,945,863 bush., against 18,491,003 in 1901.

J. Y. Griffin & Co. (Ltd.) have been incorporated under the Dominion Companies' Act to carry on business as dealers in agricultural produce in Canada, and in connection with their business power has been given to erect grain elevators. The incorporators are F. M. Griffin, St. Thomas, Ont.; R. Robertson, Nelson, B.C.; D. Naismith, Vancouver, B.C., and H. E. Crawford and J. Y. Griffin, Winnipeg. The capital is fixed at \$500,000, and the head offices are to be in Winnipeg.

## SHIPPING MATTERS.

### Northern Navigation Co.'s Report.

The annual meeting of the Northern Navigation Co. of Ontario, was held at Collingwood, Ont., Jan. 27. The report for the year ended Dec. 31, 1902, shows that the paid-up capital stock was increased during the year from \$560,000 to \$840,000, to purchase the minority stock in the Northwest Transportation Co., \$147,000, and to pay for the new steamer Huronic, which was completed last spring and placed on the Sarnia-Lake Superior run. The N.N.Co. now owns the whole of the stock of the N.W.T. Co., \$300,000. There was expended on permanent improvements and charged to current expenses \$24,849.64. The cold wet weather which prevailed up to the latter part of July greatly lessened the earnings there would have been from passenger business had weather conditions been as in previous seasons. The want of elevator facilities also seriously affected the freight earnings, but, notwithstanding these unfavorable conditions, the earnings have been satisfactory.

#### ASSETS.

Ten steamers.....	\$932,478 28
Buildings and plant.....	11,546 16
Merchandise and fuel.....	4,391 21
Insurance unexpired.....	6,277 77
Accounts receivable.....	25,799 83
Cash on hand.....	485 36
	<hr/> \$980,978 61

#### LIABILITIES.

Capital stock.....	\$840,000 00
Reserve account.....	90,000 00
Profit and loss.....	15,745 69
Bank of Toronto.....	29,602 39
Accounts payable.....	5,650 53
	<hr/> \$980,978 61

#### PROFIT AND LOSS ACCOUNT.

Balance at credit, 1901.....	\$ 12,356 11
Gross earnings of steamers.....	532,301 48
Total expenses.....	<hr/> 443,781 56
Net profit.....	88,519 92
Premium on 2,786 shares at 10%.....	27,860 00
Premium on sale of 14 shares.....	673 50
	<hr/> \$129,409 53

#### APPROPRIATIONS.

Half-yearly dividend paid July 1, 1902, on 5,600 shares, at 5%.....	\$ 28,000 00
Half-yearly dividend paid Jan. 2, 1903, on 8,400 shares, at 5%.....	41,773 84
Directors' compensation and expenses.....	3,910 00
Transferred to reserve account.....	40,000 00
Balance at credit.....	<hr/> 15,725 69
	<hr/> \$129,409 53

The board for the current year is as follows: President, J. J. Long; Secretary, T. Long; Treasurer, C. E. Stephens; other directors: E. B. Osler, H. B. Smith, C. Cameron, F. A. Lett, W. D. Matthews, W. Hendrie, W. J. Sheppard.

### Lightships Being Built in Toronto.

The Polson Ironworks, Toronto, is building two steel lightships for the Department of Marine, one of which is to be stationed off Anticosti island in the Gulf of St. Lawrence, and the other at a point, not finally determined on, off the coast of Nova Scotia. These two lightships form a part of the plans decided upon by Hon. Jas. Sutherland, during his tenure of office, for the improvement of the aids to navigation on the Atlantic coast and in the gulf. The two lightships are facsimiles in every respect and have the following dimensions: length, extreme, 123 ft. 6 in.; between perpendiculars, 112 ft.; breadth, 28 ft. 6 in.; depth, keel to bend amidships, 14 ft. 10½ in. The construction of the vessels is very heavy, far in excess of Lloyd's requirements; the workmanship is to be of the very highest class, and everything in connection with the hulls, machinery and equipment of the most substantial character suitable for the arduous service they will be called upon to perform. The hulls will be divided by water-tight bulkheads into five water-tight compartments. They will each have three decks, the main and spar decks being continuous and the lower deck extending from the stem to the coal bunker bulkhead forward, and from the sternpost to the engine bulkhead aft. The lower deck will be of steel; the main deck of steel covered with a 3 in. wood deck, and the spar deck of wood. They will each be provided with two hollow steel masts fitted with standing and running rigging for every kind of service on station, at sea or in harbor. The lights will consist of a cluster of three on each masthead top, adapted both for electricity and oil lamps. The accommodation for officers and crew will be located on the main deck; the dynamos and engines for the electric plant will be located on the main deck within the engine casing. They will be fitted with steam windlasses with two "wild cats" for 1½ in. chain and spring riding buffers. The fog signal will be a chime, operated by steam and the cut-off marked by a steam engine specially designed for this purpose. They will also be fitted with tanks having a capacity of 15,000 gallons of fresh water, as well as the necessary facilities for storing rain water. They will each be fitted with an inverted surface condensing single cylinder engine, with a stroke of 22 in., and a cylinder chamber 23 in. diameter, driving a right-handed four-bladed cast iron propeller of the solid type, 7 ft. 3 in. diameter. Steam will be furnished by two cylindrical straight tubular boilers, 9 ft. diameter by 16 ft. 7½ in. long, and designed for a working pressure of 100 lbs. to the square inch. The electrical plants are to consist of four marine sets known as M.P. 4.8.650 with 4½ by 4 double-cylinder marine engines to run on 80-lb. steam, non-condensing, or any other plant of equal capacity and quality. The vessels will each be wired for 80, 16 c.p. 100-volt lights and 8, 100 c.p. 100-volt lights at the masthead, four on each mast. The flashing device for the lights will have three discs revolving at the rate of two revolutions a minute. The specifications provide for the most rigid tests for materials throughout the hull, machinery and equipment of the vessels, which will cost about \$100,000 each. One vessel is to be delivered in Aug., and the other about three months later. They are being constructed under the supervision of W. E. Redway, naval architect for the Polson Iron Works.

### Government Notices to Mariners.

The Department of Marine has issued the following notices to mariners:

No. 115. Dec. 9.—Nova Scotia—382. Strait of Northumberland, Wallace harbor, buoyage.

No. 116. Dec. 10.—British Columbia—383. Haro strait, Colburne passage, rocks. 384. Haro strait, north end of Sydney channel, rock.

No. 117. Dec. 11.—British Columbia—385. Trincomali channel, Victoria rock, buoy.