

**Toronto Railway Co.**—Car earnings compared with previous year:—

|           | 1902.          | Increase<br>or<br>Decrease |
|-----------|----------------|----------------------------|
| January   | \$137,135.21   | \$15,478.01+               |
| February  | 127,981.01     | 18,468.50+                 |
| March     | 141,681.22     | 17,182.23+                 |
| April     | 132,946.56     | 9,940.56+                  |
| May       | 145,595.54     | 17,634.60+                 |
| June      | 132,265.85     | 5,888.74                   |
| July      | 162,472.12     | 12,840.88+                 |
| August    | 165,164.57     | 11,683.95+                 |
| September | 196,010.37     | 35,578.48+                 |
| October   | 155,150.17     | 2,636.66+                  |
| November  | 151,032.84     | 20,416.78+                 |
|           | \$1,647,435.46 | \$155,972.82+              |

The Co. has increased its capital stock by \$1,000,000, and has offered \$600,000 of the same at par among shareholders on record on Dec. 3, 1902, in the proportion of one share for every 10 shares of stock held. Payments of 10% a month extend up to Sept., 1903.

A dividend of 1¼% for the quarter ended Dec. 31, 1902, was declared payable Jan. 2, to shareholders of record of Dec. 16.

**Toronto, Hamilton and Buffalo Ry.**—Earnings for Nov., 1902, \$40,414.34 against \$39,924.21 for Nov., 1901, making for six months ended Nov. 30, 1902, \$216,995.59 against \$243,099.05 for same period 1901.

**White Pass and Yukon Ry.**—Gross receipts for Oct., 1902, \$204,000, making for five months to Oct. 31, \$1,100,155. Receipts Nov. 1 to Nov. 14, \$10,381.

### Grain Elevator Notes.

The Ogilvie Flour Mills Co. have agreed to erect a 500,000 bush. elevator at Fort William, Ont., and in connection therewith operate a flour mill to have a capacity of 1,500 barrels a day. The elevator will be erected in the spring.

The H. D. Metcalfe Co. (Ltd.), has been incorporated under the Dominion Companies' Act, with a capital of \$100,000, to deal in grain, and in connection therewith to build, or acquire by lease or otherwise, elevators, wharves and vessels. H. D. Metcalfe, C. P. Metcalfe, J. E. Riley, Jr., and H. H. Snowden, of Montreal are the provisional directors.

A. St. Laurent, engineer in charge of the erection of the elevator for the Harbor Commissioners at Montreal, reports that the construction is proceeding satisfactorily. A number of the steel tanks have been erected. They are 85 ft. in height above the concrete base, and each has a capacity of 24,000 bush. There will be 36 of these steel tanks, and the spaces between them will also be used for storage purposes.

### SHIPPING MATTERS.

#### Notices to Mariners.

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

No. 106. Nov. 10—Ontario—351. Lake Erie, Port Colborne, light changed, improvements in harbor. 352. Georgian bay, Parry Sound, Depot harbor, breakwater under construction, marking buoys placed.

No. 107. Nov. 11—Nova Scotia—353. Cape Breton, west coast, Port Hood, Henry island, light established. 354. South coast, Cape Sable, light changed.

No. 108. Nov. 11—Ontario—358. River St. Lawrence, St. Regis dyke, changes in lights and buoys, sailing directions.

No. 109. Nov. 13—Ontario—359. River St. Lawrence above Prescott, removal of wreck. 360. Georgian bay, east side, approach to Parry Sound, Seguin bank, gas buoy removed, spar buoy placed.

No. 110. No. 14—Quebec—361. River St. Lawrence ship channel, Varennes traverse, Ile à l'Aigle, range lights replace day beacons. 362. River St. Lawrence ship channel,

Ile Ste. Thérèse channel, and Ile aux Vaches traverse, changes in buoyage.

No. 111. Nov. 19—Nova Scotia—363. Bay of Fundy, Chignecto channel, Apple river lighthouse, Capstan or Hetty point, change in character of illuminating apparatus. 364. Halifax harbor, position of inner automatic buoy. 365. Cape Breton, south coast, Petit-degrat lighthouse, change in character of illuminating apparatus.

No. 112. Nov. 24—British Columbia—366. Burrard Inlet, Point Atkinson, fog signal intervals. 367. Burrard Inlet, Vancouver harbor, Brocton point, fog bell intervals. 368. Seaforth channel, uncharted rock. 369. Seaforth channel, beacon marking Regatta rock. 370. Seaforth channel, beacon erected on White Stone. 371. Lama passage, new Indian village of Bella Bella, position of wharf, hydrographic notes. 372. Lama passage, non-existence of charted rock. 373. Lama passage, beacon on White point to mark Walbran rock. 374. Seaforth channel, Joassa passage, hydrographic note.

No. 113. Dec. 2—Ontario Lighthouse division—375. County of Vaudreuil, lake St. Louis, Soulanges canal, lower entrance, aids to navigation. 376. Lake Ontario, Port Credit, sand bar reported.

No. 114. Dec. 3—Nova Scotia—378. Cape Breton, Louisburg harbor, buoyage. 379. Atlantic ocean, Sable island bank, uncharted rock. Newfoundland—380. East coast, Cape Spear, fog alarm.

The following notices have been issued by the U.S. Hydrographic department:—

No. 47. Nov. 22—Lake Superior—1812. Apostle Island group, shoal reported off York Island, Lake Michigan. 1815. Strait of Mackinac, Wangoshance point, new shoal reported.

### C.P. Navigation Co.'s Steamer.

The steamer being built at Wallsend-on-Tyne, Eng., for the C.P. Navigation Co., for the Vancouver-Victoria run, was launched Nov. 18, and was christened Princess Victoria by Mrs. Archer Baker, wife of the European Traffic Manager of the C.P.R. The Princess Victoria is a steel twin-screw steamer having the following dimensions: length between perpendiculars, 300 ft.; extreme breadth, 40 ft. 6 in.; moulded depth, 18 ft. 6 in.; and is built to the highest class of the British corporation. She is constructed with cellular double bottom, with additional watertight flats, and a number of additional watertight compartments, which make the vessel practically unsinkable. The Princess Victoria is fitted with three smoke stacks, and has two pole masts. The motive power consists of two sets of triple expansion engines, working on four cranks, balanced; cylinders 24, 40, 43½ and 43½ in., with a stroke of 33 in.; to which steam will be supplied by six single-ended boilers, each 15 ft. by 11 ft. long, working at a pressure of 160 lbs. a square inch. A modified force draught will be fitted. The engines are expected to develop 5,500 h.p., and to drive the vessel at a speed of 18 knots an hour. The internal arrangements of the steamer have been so arranged as to economise space, while at the same time giving every possible space and accommodation for passengers and crew. On the upper deck aft is a large deck house containing the dining saloon, with seating accommodation for 90 saloon passengers, and also the galley and pantry. From the after end of the engine casing to the stem the plating is carried up to the hurricane deck, and in this space, at the after end, are the rooms for the engineers, petty officers, etc., whilst forward the space is reserved for second class passengers. On the hurricane deck is placed a large house almost the whole width of the vessel and 245 ft. in length, at the sides of which are the state

rooms for the first-class passengers. The space between these cabins is fitted up as a sitting-room, access being obtained to the dining saloon below by a commodious staircase aft of the engine-room. At the forward end of this house a good space is reserved for the second class entrance and smoke room. At the forward end of this house also is the main staircase for first-class passengers to gain access to the deck above. This deck has a large opening, which gives the sitting-room below a very lofty and handsome appearance. The house on this deck extends for a length of 170 ft., and is arranged on the same principle as the house below it, with state rooms at the sides and sitting-room between. At the after end there is a comfortable smoking room, whilst the space at the forward end will be fitted as an observation room with large square windows. The Princess Victoria was built under the superintendence of J. B. Cousins, of Glasgow, Scotland, acting for the C.P. Navigation Co. T. G. Mitchell, Chief Engineer of the Co.'s str. Charmer, is superintending the installing of the engines, and it is expected that the Princess Victoria will reach Vancouver early in spring.

### Maritime Provinces and Newfoundland.

The str. Dolphin, of Central Chebogue, has been sold to Roberts & Lee, of Halifax, N.S.

The past season of navigation on the St. John river, N.B., extended over seven months, establishing a record.

The steamship service hitherto maintained by the Reid Newfoundland Co. to St. Pierre, Miquelon, has been withdrawn.

The Fredericton Boom Co. has had built a 60 ft. steamer, the Latonia, at St. Mary's, N.B. She is fitted with compound engines, and can steam 13 miles an hour.

The Princess Steamboat Co.'s new steamer the Queen, of Montreal, has been laid up at Quebec for the winter, the owners declining to take the risk of taking her down to St. John, N.B., so late in the season.

The str. Pro Patria has been purchased by J. Legasse & Co., St. Pierre, Miquelon, and was placed on a run between St. Pierre and Halifax early in Dec. She has a subsidy from the French Government for carrying mails.

The Insular Steamship Co. has placed an order at Shelburne, N.S., for the hull of a steamer to replace the Westport on the St. John-Yarmouth run, her dimensions being: length of keel, 88 ft.; over all, 108 ft.; breadth, 21 ft.; depth of hold, 9 ft.

The Dominion Coal Co. has chartered six additional steamers for its coal-carrying fleet, and will employ an ice plough to break up ice in Louisburg harbor, so as to be able to continue shipping coal all through the winter. The fleet now comprises 16 steamers, having a total tonnage of 83,500 tons.

The sidewheel str. Jacques Cartier, owned by the Inland Navigation Co., Charlottetown, P.E.I., lost her rudder during a heavy gale, and went ashore at Cape John, Nov. 29, while on a trip from Charlottetown to Crapaud. The Jacques Cartier was built at Levis, 1888, and had the following dimensions: length, 117.6 ft.; breadth, 23 ft.; depth, 7.4 ft.; tonnage, gross 380, net 239. For the last ten years she has been on the Charlottetown-Orwell-Crapaud run.

The People's Line Steamship Co. has purchased the sidewheel str. Crystal Stream for its Washademoak route. The Crystal Stream was formerly the Nelson P. Hopkins, and was built at Bull's Ferry, N.J., 1873, and has the following dimensions: length, 132 ft.; breadth, 25 ft.; depth, 9 ft. 3 in.; tonnage—gross, 268; register, 167. She is fitted with