

A. C. and H. B. Ry., 50 men; A. C. and H. B. Ry. car shops, 20 men; Algoma steel plant, 150 men; A. C. and H. B. Ry., about 200 men. The steamers employed by the Algoma Central Transit Co., continued in operation until the men were brought out from the mines and lumber camps, and are being laid up. The reason given for the closing down of operations was that there were no funds in hand to meet the demands of the men for money, and to pay current accounts, and no immediate prospect of obtaining money to meet them. The stoppage of the works is an admission on the part of the management that all the efforts recently put forward to find money to pay off present indebtedness and to provide for the future continuance of the various operations, have failed. The directors give various reasons for this, but there is a general agreement that the present financial depression following the recent fall in industrial securities is accountable for the failure to raise the money. Following the failure to raise the money from the shareholders upon bonds, or in any other way, Speyer & Co., of New York, called up the loan of over \$5,000,000 made in the spring, and due in July, for the payment of which the company pledged the whole of its assets. The property was announced to be sold in New York, Oct. 1.

The Grain Movement from Manitoba.

The total quantity of wheat inspected at Winnipeg for the year ended Aug. 30, 1903, was 51,833,000 bush., against 42,406,923 bush. for the two ports of Duluth and Superior, Minn.; and 37,940,953 for Chicago, Ill. Including oats, the inspection at Winnipeg for the year amounted to 56,117,200 bush., or 55,005 cars. The proportion of wheat from Manitoba was four times that from the territories, and the quantity carried by the C.P.R. was about four times that carried by the Canadian Northern Ry. The inspections on the two railways and the destination of the cars is given below:

On C. P. R.—	Cars.
For Fort William	32,650
For Winnipeg	7,601
For all rail	2,218
For Duluth via G. N. R.	2
For Duluth, via Soo line	269
For Minneapolis, via Soo line ..	291
For Minneapolis, via G. N. R.	40
For Vancouver	202
Total	43,333
On C. N. R.—	Cars.
For Port Arthur	9,755
For Duluth	1,310
For Minneapolis	514
For Seattle	93
Total	11,672

Grain Elevator Notes.

M. Sellers, who has had charge of the C.P.R. elevators at Fort William, Ont., has resigned.

The total capacity of the elevators at the head of the lake and in Manitoba and the Northwest Territories is 39,333,400 bush. There were 175 new elevators erected in the Northwest during the year.

Tenders have been invited by the Merchants Bank of Canada for putting the Prescott, Ont., elevator in repair, with a view to its being again placed in operation. Nothing has been officially reported as to when business is likely to be resumed, or under whose management.

The Canadian Northern Ry. Co. has granted sites for four elevators at Edmonton, Alta., and it is understood that the construction of the elevators will be gone on with this year. The elevators will be erected for the Brackman-Ker Elevator Co., N. Bawlf of Winnipeg, J. West, and John Ross & Co., of Edmonton.

The C.P.R. and the Canadian Northern Ry. Co. have notified the Winnipeg Grain

Exchange that it is intended to increase the present rates for storage of grain in their terminal elevators at the lake front to the following: Elevating, including 15 days' storage and insurance against loss by fire, per bushel, 3/4c; storage for each succeeding 30 days and insurance against loss by fire, per bushel, 3/4c. No charge for cleaning and storing.

Referring to the capacity of the elevators at Fort William and Port Arthur, Ont., and in Manitoba and the Northwest generally, C. C. Castle, Warehouse Commissioner, is quoted as saying that it was equal to caring for a crop of 150,000,000 bush. There had been many additions made to the loading platforms, the number and capacity of the elevators had been increased, and large additions had been made to the rolling stock by the railway companies. He expected 65% of this year's crop to be moved before the close of navigation.

The annex to the C.P.R. elevator D at Fort William, Ont., has been completed. It provides for the storage of 1,700,000 bush., and is an excellent example of the modern storage house. The basement is of solid concrete, and is a large, light place, in which all the operations of handling which are done in this portion of the annex are in full view all the time. The upper story consists of a huge hall, 120 ft. by 240 ft., with a solid concrete floor, covering the tops of the storage tanks which are of steel, 32 in number, 80 ft. high, and 28 ft. in diameter, and each one containing 41,000 bush. The interstices between these tanks are also used for storing grain, bringing the total capacity to 1,700,000 bush. The building is capable of taking in 40,000 bush. an hour, and shipping 20,000 bush. It fronts upon the navigable waters of the Kaministiquia river, where vessels drawing 19 ft. of water can lie alongside the docks. This addition will bring the total capacity of elevator D to 3,000,000 bush. or over. Press reports state that plans are already under consideration for again doubling this and making it a 6,000,000 bush. house.

The elevator constructed at Point Edward, Ont., by the Point Edward Elevator Co. (Ltd.) was reported to be ready for business Sept. 15. The elevator consists of a working house, power house, 48 ft. by 48 ft., and an annex. The basement is floored with concrete at the water line. The equipment of the working house consists of a marine leg of 12,000 bush. capacity, two sets of unloading shovels, a receiving leg to carry the grain from the marine leg, and two shipping legs to deliver the grain to cars. At the top of the building are three scales of 72,000 lbs. capacity. The bins in this building will contain 75,000 bush. The annex is 30 ft. distant from the working house, back from the river, and separated by the railway track. It is 166x126 ft., and has 36 bins, with a total capacity of 450,000 bush., which, with the bins already mentioned, gives the elevator a total capacity of 525,000 bush. The method of conveying the grain is by means of wide rubber belts. These belts are in channels at each side of the building, between the rows of bins and below, and when the bins are opened the grain runs out on to the belt and is carried along to any desired bin or back to the working house to be weighed before going into the cars. The power house contains a 350 h.p. engine and two boilers 16 ft. x 72 in. There is a conical smoke-stack 177 ft. high, being one foot higher than the elevator.

On Sept. 12 the 50th anniversary of the turning of the first sod of the St. John and Shediac Ry., or as it was also called the European and American Ry., was celebrated at St. John, N.B. This railway is now part of the Intercolonial Ry.

SHIPPING MATTERS.

Notices to Mariners.

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

No. 70. Aug. 11—New Brunswick—180. Northumberland strait, Kouchibouguac bay, Blackland's gully, range lights established. 181. West coast Miramichi bay, Fox island, northwest point, lights increased in intensity. Newfoundland—182. West coast, Gulls' Marsh, wreck in approach.

No. 71. Aug. 14—Quebec—185. Gulf of St. Lawrence, Magdalen islands, Bird rocks, change in characteristic of light. 186. River St. Lawrence, Saguenay river entrance, Pointe Noire, range lights established. Labrador—187. Strait of Belle Isle, Amour point, change in characteristic of light.

No. 72. Aug. 18—New Brunswick. 188. South coast, Bay of Fundy, St. John Harbor, buoy established. 189. East coast, off Pokenouchouche gully, buoy established. Prince Edward Island—190. North coast, Cascumpeque harbor entrance, buoy established.

No. 73. Aug. 19—Ontario—191. Lake Huron, south end, Point Edward, range light established.

No. 74—Aug. 19—New Brunswick—195. South coast, Bay of Fundy, Letile passage, Mascabin point, light established.

No. 75—Aug. 20—British Columbia—196. Strait of Georgia, Fraser river mouth, change in color of beacon lights.

No. 76. Aug. 21—Quebec—200. River St. Lawrence below Montreal, Boucherville channel, Ile St. Joseph, range lights established.

No. 77. Aug. 26—Ontario—201. Lake Ontario, Bay of Quinte, Belleville, change in color of light. 202. Lake Huron, Manitoulin island, Providence bay wharf, shoal located and buoyed.

No. 78. Aug. 28—Quebec—206. River St. Lawrence, ship channel between Montreal and Quebec, Lake St. Peter, lightship no. 1, temporarily moved.

No. 79. Aug. 29—Nova Scotia—207. South coast, Grampus rock, buoy established. Prince Edward Island—208. Gulf of St. Lawrence, Souris east breakwater, light increased in intensity.

No. 80. Aug. 31—Ontario—209. Lake Ontario, eastern entrance to Toronto harbor, breakwater dangerous. 210. Lake Superior, Thunder bay, entrance to Fort William, lighted buoy established.

No. 81. Sept. 1—Ontario—211. Lake Huron, east side, Saugeen river, range light masts replaced by towers.

The following notices have been issued by the U.S. hydrographic office:

No. 35. Aug. 29—Lake Superior—1764. Apostle islands, Raspberry island light station, fog signal to be established. 1766. Portage lake ship canals, Lily pond, beacon light to be established. St. Clair river—1767. Russell island, wreck, light exhibited. Lake Ontario—1769. Oswego approach, Ford shoal, buoy to be established.

No. 36. Sept. 5—Lake Superior—1805. Portage lake ship canal, dredged channel, buoys, directions. Lake Huron—1806. St. Clair river, northern approach, information respecting shoal spot. St. Clair river—1807. Russell island shoal, gas buoy established, float light withdrawn. Lake Erie—1808. Conneaut range light, temporary change of position.

No. 37. Sept. 12—Lake St. Clair—1841. Port Huron shoal, buoy established. Lake Ontario—1842. Oswego approach, Ford shoal, buoy established.

The tug Reliance, owned by the Midland Towing and Wrecking Co., Midland, Ont., was burned to the water's edge, near John's Island, Georgian Bay, Sept. 18. The Reliance was built at Collingwood, 1892.