

## OTIA INDUSTRIES.

ase: The Labor Shortage:  
apolis Apples.

Own Correspondent.)

Halifax, August 27th, 1906.  
uraging sheepraising, which is at  
the Provincial Government will  
from Ontario and sell them at auc-  
aring any loss.

mination of Pres. Lovitt and Vice-  
(unct bank of Yarmouth) has re-  
committed for trial at the Supreme  
brought by a shareholder of the  
hat of having made false returns  
to the Government. What should  
overdue column had been repre-  
and the insolvent condition of the  
by not apparent.

at the Halifax and Southwestern  
ected to Yarmouth in November  
ted. It will not be regularly op-  
The telegraph wires of the Com-  
rrington Passage.

l for barrels in the Cornwallis and  
cents each. Later crop develop-  
e crop of apples of good quality.  
g reports have come from fruit-  
s the market.

General Manager of MacKenzie &  
been making a trip over the sys-  
reports a great scarcity of men,  
at Inverness alone requiring 500  
g very satisfactory on both lines.  
the I. C. R. between Halifax and  
st been completed and put into  
dent of the C. B. & Q. Railroad,  
n his private car this week, said  
the smoothest he had travelled

on the Bank of Commerce  
George and Granville streets. It  
nite.

Principal of the Amherst schools  
duty of obtaining an annual cen-  
ear it amounts to just short of  
the year of ten per cent.

is becoming severely felt in this  
extent interfering with the load-  
Longshoremen here earn \$2.50

ve been made by Halifax fish  
d additions to their plants, and  
n even larger fish business than  
ish flakes have largely given way  
is, and elevators taken the place  
rs. There are storage and dry-  
s, which have no superiors in the  
lant of the Halifax Cold Storage  
t in Eastern Canada. The large  
plant of the Halifax Fish Co., is  
on the eastern side of the har-

steamer "Sénlac" will be with-  
ore route, as her owners, Wm.  
n, say that with her present sub-  
does not pay, owing to the com-  
Southwestern Railway. They  
0,000 per year from the Dominion

ctors are asking for more labor-  
the removal of those restrictions  
kept the supply of the cheap  
below demand. The skilled la-  
mands \$1.40 per day, and New-  
supplying it heretofore, appears

Commercial Agents in England has  
strenuously to ship carbide of  
ene gas) to England. That busi-  
not say, but Mr. Ball errs in as-  
s not produced here. Large  
nsured for the purpose by the  
o supply carbide in large quanti-  
s ought to understand that they  
emselves, save for those Scandi-  
relevant reference is made in the

## TRANSPORTATION NOTES.

## STEAM.

The G. T. P. has surveying parties working to the west of Edmonton.

Next May another train de luxe will be added to the Pacific coast service.

The G. T. Pacific is employing 800 Doukhobors on the Western line construction.

The Victoria Beach Railway, Halifax, will be opened about September 15th.

The James Bay Railway between Toronto and Parry Sound is nearly completed.

Over 100 miles of the Grand Trunk Pacific line west of Winnipeg will be railied by autumn.

It is stated the Temiskaming branch of the C. P. R. will likely run a long way north of Lake Temiskaming.

The C. P. R. has agreed to carry free of charge a car-load of British Columbia fruits to the United Kingdom for exhibition purposes.

resident McKenzie, of the C. N. R., agreed to erect a union station at Regina, if the other lines entering the city would share.

The Dominion Government, acting on the suggestion of the C. P. R., will build a large union station in Quebec City, near Champlain Market.

Edmonton has decided to bonus the G. T. P. to the extent of \$100,000, and the company will build a station, workshop and other terminal facilities.

An order-in-council has been passed by the Dominion Government providing that hereafter railroads will only be paid subsidy on the cost of road construction.

The Quebec, Montreal and Southern Railway Company will take over and operate the Quebec Southern and South shore Railway. An extension of the line to Quebec is possible.

The Board refused to approve C. P. R. local passenger tariffs, one, two and three applying to Manitoba branch lines. The company asked leave to charge as high as four cents per mile.

The union depot of the C. N. R. and G. T. R. at Winnipeg will be the largest in Canada, with a frontage of 200 feet, six or seven stories high, and a train shed accommod-ating twenty tracks.

An order for 3,000 cars, each of 30 tons capacity, has been placed by the C. P. R. with the Angus shops, Mon- treal. They are intended for handling Western grain, and are being turned out at a rate of 25 per day.

The Southwestern Traction Company, having failed to carry out its agreement with Port Stanley to commence construction of their lakeside traction line before July 1st, 1905, that town has brought an action against the company for breach of agreement.

The Canadian Pacific will call for tenders for renewal of all their main line bridges between Montreal and Que- bec. This will mean the removal and rebuilding of 48 bridges, without holding up traffic. The work is expected to cost a million dollars.

The Prince Albert and North Saskatchewan Railway Co., recently incorporated with power to build a line from Prince Albert to Pas Mission, are asking the Saskatchewan Government to guarantee its bonds with a view to rapidly getting under way with construction.

## AFLOAT.

Four new ships are to be added to the C. P. R. Pacific fleet, and two to the Atlantic.

The Holland American Line has placed an order with Messrs. Harland and Wolff for a steamer of 23,000 tons gross for their Atlantic service.

The ice-breaker "Lady Grey," intended for use in the Gulf of St. Lawrence in winter time, has been launched at Barrow-in-Furness.

Another attempt to float the Allan Line steamship "Bavarian," which went ashore on Crane Island below Quebec, last September, will shortly be made.

The C. P. R. vessel "Empress of Britain" brought from England 150 first-class, 168 second, and 250 third-class pas- sengers on her last trip, a record for August.

The prevailing low water level in Montreal harbor is causing great loss, as vessels cannot load down to their marks and goods have to be left on the wharves.

The Watt line steamship "Twickenham," laden with raw sugar from Java for Vancouver, ran ashore on San Juan Island rocks and is likely to break up before being lightered.

London engineers claim to have invented turbines which are reversible at full speed. The difficulties experi- enced by new Cunard and Allan turbine boats in manoeu- vring in harbors would thus be solved.

Aids to navigation for the protection of shipping which will shortly make use of the harbor of Prince Rupert, the the Pacific coast terminus of the Grand Trunk Pacific, are to be installed by the Department of Marine.

The China and Japan mails are to be handled by the C. P. R. under contract with the British Government. The mails will be carried from Liverpool to Hong Kong, a dis- tance of 12,000 miles, in less than one month.

The Allan Line turbine "Virginian" landed her mails at Rimouski last trip, six days after leaving Liverpool. The White Star boat "Baltic" left Liverpool for New York two days ahead of the "Virginian," but her mails ar- rived at Montreal at the same time as those carried by the Allan line.

The shipbuilding Company of Collingwood has closed a contract with the C. P. R. for two large steamers to be used for package freight and grain business from Owen Sound and Victoria Harbor to Fort William. Vessels 500 and 400 feet long are also being built for the Playfair Com- pany, of Midland, and the Farrar Transportation Company.

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## SOME RAILWAY EARNINGS.

	1905.	1906.	Increase.
<b>Canadian Pacific (Mileage, 8,792):</b>			
Third week August.....	\$1,061,000	\$1,326,000	\$265,000
Second week August.....	1,048,000	1,410,000	362,000
First week August.....	1,070,000	1,399,000	329,000
Month July.....	4,548,000	5,882,000	1,336,000
Jan.-July gross earnings.....	27,823,832	30,112,431	2,288,599
Results of fiscal year.....	50,481,882	61,669,758	11,187,876
<b>Grand Trunk (Mileage, 4,085):</b>			
Third week August.....	760,949	838,506	77,557
Second week August.....	763,540	854,512	90,972
First week August.....	757,307	869,037	101,730
Month July.....	3,229,213	3,606,234	377,021
Jan.-July gross earnings.....	20,469,729	22,516,438	2,046,713
Results of fiscal year.....	13,645,040	15,108,000	1,462,960
<b>Canadian Northern (Mileage, 2,433):</b>			
Third week August.....	75,400	133,200	57,800
Second week August.....	70,700	143,500	66,800
First week August.....	70,200	125,900	46,700
Jan.-July gross earnings.....	2,108,200	3,473,700	1,365,500
Results of fiscal year.....	59,324,948	67,281,543	7,956,595
<b>Southern Pacific, fiscal year 1905-1906:</b>			
Results of fiscal year.....	95,315,158	105,619,114	10,303,956
<b>Toronto St. Ry. (Mileage, 98):</b>			
Week ending 18th August.....	53,191	60,658	7,467
Week ending 11th August.....	55,689	62,429	6,740
<b>Montreal St. Ry. (Mileage, 129):</b>			
Week ending 18th August.....	59,233	66,062	7,429
Week ending 4th August.....	53,983	68,141	14,158

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## THE C.M.A.

The Manitoba branch of the Canadian Manufacturers' Association is making great preparations for the approach- ing convention of that body in Winnipeg on September 17th, 18th, and 19th. According to present indications about 500 members will be present. There will be plenty of business for the captains of industry to transact, but a part of their stay in the Western Metropolis will be devoted to sight- seeing, and for this the local branch are preparing in great shape.

At the annual meeting of the Winnipeg branch, Mr. E. L. Drewry was elected chairman, Mr. W. J. Bulman, secre- tary, and Mr. L. C. McIntyre re-elected vice-president of the General Association.

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## CANADIANS IN PARIS.

The British Chamber of Commerce has established a Canadian section, having for its object the extension of Can- adian exports to France, and to afford aid to Canadian houses interested therein. Several important Canadian firms have become members of the Section. In addition to placing all the accumulated experience and information of forty years at the disposal of Canadian exporters, the Committee of the Canadian Section is carefully considering the advisability of making strong representations in the proper quarters in order to obtain the revision, or rather extension, of the Franco-Canadian Commercial Arrangement of February 6th, 1893. It is felt that the present moment is an exceedingly propitious one for steps to be taken in this direction, and that there are an increasing number of articles of Canadian produce and manufacturers which would find a ready market in France were their entry not absolutely prohibited by the application of France's maximum tariff.

The chairman is Mr. H. F. Fletcher, representative in France of the Allan Steamship Line.