

The Government traffic report shows the movement of freight for the season to date to be 50,192,835 tons through the canal, or nearly 6,000,000 greater than for the corresponding period last year. November tonnage was slightly under 6,000,000.

The keel plates of another "Dreadnought" have been laid at Portsmouth by Admiral Sir Archibald Douglas, the Commander-in-charge in Portsmouth. The new battleship will be larger and more powerful than the first "Dreadnought" and as much of the preliminary work has already been done it is expected that her construction will progress rapidly.

The British Navy is to have a repair ship. It will be practically a floating dockyard intended to furnish the necessary repairs to vessels when at sea. It is equipped with the latest implements required, and all the machines and cranes used on it are to be operated by electrical power. The new vessel's tonnage is about eleven thousand tons, and it is to carry a crew of three hundred men, the majority of them experienced mechanics.

Foreign contractors are to be barred from competition for the completion of the Panama Canal. Many changes have been agreed to in the form of contract to be entered into for the construction of the canal, but the most important is the limiting of the proposals to American firms. January 12th is the date set for the opening of proposals.

A bill has been passed by the Dominion Government as follows:—"Every navigation company whose vessels ply on the inland waters of Canada, and which receives a subsidy from the Government of Canada, shall furnish free transportation upon any of its vessels for members of the Senate and House of Commons of Canada, with their baggage."

Plans have been presented to the United States Congress for what is to be the largest battle ship afloat. She will be 510'-0" long, 85'-2½" beam, 20,000 tons displacement, 27'-0" draft, 2,300 tons coal capacity and 21 knots speed, and will have ten twelve-inch rifles and fourteen five-inch rapid fire guns, together with some small machine guns to repel torpedo attacks. The cost limit is \$6,000,000.

Three steamers of the "Chr. Knudsen" type now under construction in the yards of Sir Raylton Dixon, Middlesborough, England, have been chartered by the Dominion Iron and Steel Company for a period of four years. Two of the boats have a carrying capacity of seven thousand tons and will run in the Wabana ore trade. The other steamer will only take thirty-six hundred tons. She will be used in carrying limestone from Marble Mountain.

It is reported that the earnings of the Richelieu and Ontario Navigation Company will exceed those of last year by over \$100,000. The net return will probably be about \$350,000. It will be surprising to even the friends of Richelieu that the company has earned over 10% on the capital stock of \$3,132,000 outstanding. In 1905 the profits represented 7.60% earned on the stock. These semi-official figures, if borne out later, will entirely justify the directors in declaring the recent dividend rate of 5% per annum.

A deputation of shipbuilders, consisting of Frederic Nicholls (president), and A. Angstrom (manager), of the Canadian Shipbuilding Company; Thomas Lang and Capt. McDougall, of the Collingwood Shipbuilding Company; and F. B. Polson, of the Polson Iron Works, waited upon the Dominion Government on December 10th, and urged the granting of a bounty of \$6 a ton towards the encouragement of the Canadian shipbuilding industry.

Col. Hughes proposed a motion recently for the construction of a branch canal from the main waters of the Trent Canal at the village of Cobocok, on the height of land, Balsam Lake, northward up the Gull River for about 60 miles. He took it for granted that the main Trent Canal would be pressed to a speedy completion. He suggested that there should be a lock and dam at Cobocok, thence through Mud Turtle Lakes to Norland. A lock there and at Elliott's Falls would lead into Moor's Lake, thence via a small lift at Moor's Falls or Leary's. There would be a clear stretch through the beautiful waters of Gull Lake to Minden; thence by a slide lock operated by water-power access could be had to Mountain Lake; thence with a dam between Horse-shoe and Mountain Lakes navigation would be open for 30 or 40 miles further on.

The inland vessels visiting Montreal this season were larger in number and tonnage than ever before, being 12,557, with a tonnage of 3,905,174, against 11,088, with a tonnage of 2,781,191, the previous year.

Not since 1900 has there been such a long season of navigation as that just closed. The first ocean steamship arrived on April 29th, and the last left on December 2nd; in 1900 the first arrived on April 26th, and the last left on December 3rd. The season of 1905 lasted from May 2nd to November 30th. During the season just closed, the number of ocean-going steamships visiting the port was 783, having a combined tonnage of 1,957,615, against 786 tons with a tonnage of 1,918,002 last year. Including sailing vessels, the total vessels during this season was 816, with a total tonnage of 1,968,979, against 833 with a tonnage of 1,940,056, the previous season.



## RAILWAY NOTES

The Canadian Pacific Railway will construct a bridge over the Seguin River, at a cost of \$300,000.

Electrical operation of trains in the New York Central tunnel, leading to the Grand Central Station, became an accomplished fact on December 11th.

The Canadian Pacific Railway is appealing against the assessment of \$32,000 on their property in Galt. The matter will come before the Railway Commission.

It is said that the G. T. R. will build another new line to connect with the G. T. R. running from North Bay through the Cobalt and Lake Temagami districts.

An Eastern syndicate with a capital of half a million dollars will apply to the Calgary Council for a street railway franchise and charter to supply electric power to the city and private consumers.

The Canadian Pacific has ordered from the Angus shops five hundred 30-ton flat cars, all equipped, in accordance with the provisions of the Railway Act, with air brake equipment and automatic couplers.

The Canadian Northern Railway is applying to Parliament to increase its bonding powers from \$35,000 to \$40,000 a mile on its lines other than those from Edmonton to the Pacific Coast and in British Columbia.

Preparations are being made by the C. P. R. to clear up 150,000 acres of land on Vancouver Island, though the details of the scheme are not yet completed. It costs from \$80 to \$100 an acre to clear this ground.

It is stated that the purchase of rolling stock to the value of \$13,500,000 is now under the consideration of the C. P. R. This includes 150 engines, 50 sleeping and other cars, and 200 passengers and baggage cars.

A charter has been secured to build a ten mile tunnel under Belle Isle straits to connect Newfoundland with Canada. The franchise allows 20 years for its construction and the Newfoundland Government will contribute \$75,000 annually for the work.

The G. T. P. has submitted to the Railway Commission detailed plans of its line through the Yellowhead Pass, which show that the line over the Rocky Mountain range at that point can be accomplished on a maximum grade of four-tenths of one per cent.

The rumour that the Canadian Northern has secured control of the Quebec and Lake St. John Railway is now confirmed, and it is stated that Mackenzie and Mann have purchased 51,000 parts of the stock of the company at \$34 a share, the capital being \$6,000,000.

The two sections of the tunnel under the East River, which were started simultaneously in New York and Brooklyn, were brought together under the bed of the river on December 14th. The two shields came together almost directly under the centre of the river.

It is maintained that the Hudson's Bay route to Europe will bring Canada a thousand miles nearer Europe and give the farmers of the West practical control of the world's grain markets. Eight railroad companies have already applied to the Government for charters for lines to Hudson's Bay.

It has been given out that the C. P. R. intends to begin electrifying its entire system at once. The initial start will be made on the Pontiac and Pacific division which runs from Pontiac to Ottawa. The recent purchase by the company of water-power from Deschene's Falls, owned by the Capital Power Company, for \$240,000, is the best evidence of the company's intention.

Some idea of the growth of the business handled by the Canadian Pacific Railway at the docks in Fort William can be gained by the increased tonnage of flour and package freight. In October, 1905, the amount was 72,000 tons. In October, 1906, it was 133,000 tons, an increase of practically 100%, as during four days when the strike was on work was at a standstill.