

the water in Lake Huron is correspondingly high, & it is not going down the St. Mary's River.—Marine Record.

The first effect of war on the lake trade is being felt in Chicago. Instead of sending wheat to New York points for European shipment, the Chicago operators are shipping to Canadian ports where the plan is to sell the grain to Canadian commission merchants, who will in turn sell to European buyers, making commissions both ways. This is done because the property of U.S. citizens, whether in U.S. vessels or not, is coming to be regarded as unsafe. Some eastern vessel owners have begun to put their vessels under the British flag. At present the law makes it impossible for these boats to change their flag again, but efforts are being made in the U.S. Congress to have this law altered.—Marine Record.

On May 1 the Ogilvie, one of the C.P.R. stern-wheel steamers built at Vancouver for the Stikine River, made a trial trip on Burrard Inlet with a party of guests on board. Speaking of her the Vancouver News-Advertiser says:—"The Ogilvie, as a pattern of the river steamers the C.P.R. intends running in connection with the steamships Tartar & Athenian on the Klondike route, is unrivalled. She is beautifully appointed & replete in every detail. One hundred & forty-six ft. long by 30 ft., with 5 ft. depth, & drawing but 2 ft. of water, the Ogilvie & her sister ships should alone prove an inducement to travel on the northern rivers. The vessels are intended for 200 passengers. The saloon passengers are provided with comfortable cabins, replete with every comfort for the journey, & the smoking room, saloon & ladies' saloon are handsomely appointed, especially the latter."

The Province of Quebec.

An attractive Sailors' Institute has been opened in Montreal, at the corner of Commissioners Street & Place Royale.

The contract for laying the buoys between Quebec & Montreal has been awarded to J. C. Kaine, tug owner, Quebec, for 5 years. It had been previously awarded to a Sorel party, but it is said he withdrew.

The Montreal Chamber of Commerce is of opinion that a successor to Capt. Howard as Harbor Master is not necessary, & that the salary attached to the office could be spent more usefully in improving the harbor.

The Campana will leave Montreal May 23, June 6, & fortnightly thereafter, for the different ports on the River & Gulf of St. Lawrence, ending at Pictou, & including Georgetown & Souris, in addition to the other ports in P.E.I.

The Canada Atlantic Ry. asks the Dominion Government for dredging at Coteau Landing to enable large barges & other vessels to load at the C. A. grain elevator there. Over half-a-million bushels of grain are en route from the west for the elevator.

The people of Gaspe ask that Mount Louis, on the north coast of Gaspe, be made the terminus of the proposed fast Atlantic steamship line. They say a railway of 120 miles would connect Mount Louis with the Intercolonial at Metis & give a direct route from the terminus to the interior. Mount Louis is claimed to be a 1st rate harbor, open all the year round.

The St. Lawrence pilots ask to have one of their number represent them upon the Montreal Harbor Commission in matters concerning pilotage, & to have the control & administration of 2% of the receipts of the Harbor Commission from pilotage, also that a member of their corporation should assist in spring in placing the buoys, in order to make

suggestions, & that Parliament should render obligatory the by-laws made by the committee of pilots & the Harbor Commission, after they have been approved by the Governor-in-Council.

Items of Personal Interest.

H. Johnston, last year purser on the S.S. Lakeside, has been appointed paymaster of the Welland Canal works.

W. A. Fletcher has been appointed General Tourist Agent of the Richelieu & Ontario Navigation Co. Headquarters, Chicago.

W. F. Cloney, of St. Catharines, Ont., has been appointed Travelling Passenger Agent of the Richelieu & Ontario Navigation Co.

W. Robert, cashier of the R. & O. N. Co., received a handsome present & address from the other employes on leaving the Co.'s service recently to enter the Bank of Hochelaga.

The Peterboro', Ont., Navigation Co. has appointed Capt. Lorne to the command of the steamer City of Peterboro'.

Capt. W. R. Taylor, who was for many years inspector for Canadian lake underwriters, & whose son, T. R. Taylor, now holds the same position, is living in Kingston & is hale & hearty at 87 years. He is among the oldest of Canadian lake vessel masters now living. He began sailing out of Prescott, Ont., in 1832, in the steamer Queenstown, & later in the steamer William IV. Between 1834 & 1866 he commanded, among other lake vessels, the steamer Coburg, steamer Sir Francis Bond Head, schooner Thistle, schooner Shamrock, propeller St. Thomas, schooner William Caley, schooner Governor, barge Superior, steamer Comet, schooner Annie Falconer & schooner Annie Minnes.

H. M. Bolger, Secretary of the R. & O. N. Co., was recently presented with an address & purse in Montreal on the occasion of his approaching marriage.

THE RAILWAY AGENT, CLEVELAND, OHIO.—Our Canadian friends are making THE RAILWAY & SHIPPING WORLD quite a factor in Canadian railroad literature.

MONTREAL HERALD.—"The Herald is in receipt of a new Canadian railway journal entitled THE RAILWAY & SHIPPING WORLD. The initial number of this new monthly publication is a bright & interesting one, & contains much valuable information relating to transportation interests. Besides this, it contains an excellent photogravure of the Hon. A. G. Blair, as a frontispiece, & several Klondike engravings. Hitherto the officials of Canadian transportation companies have been forced to depend on foreign publications for their 'trade' reading, so a journal of this character devoted to purely Canadian interests will fill a long-felt want."

VANCOUVER NEWS ADVERTISER.—THE RAILWAY & SHIPPING WORLD has just been issued from Toronto. It is devoted to steam & electric railways, shipping, express, telegraph & telephone interests—a comprehensive devotion certainly. The publishers' announcement says: "THE RAILWAY & SHIPPING WORLD will endeavor to give a full & accurate record of everything transpiring in Canada relating to the interests enumerated above, supplemented by technical & other articles of interest & value to the class of readers to which it addresses itself. Its publishers believe in performances rather than promises, & will content themselves with saying that no effort will be spared to make the publication a thoroughly up-to-date one, editorially, typographically, & in every other respect. Illustrations will be freely used whenever they can be made to serve a practical purpose." Mr. D. Todd Lees is the agent for the new publication in Vancouver. The price is \$1 per year.

ELECTRIC RAILWAY NEWS.

British Columbia Lines.

THE B. C. ELECTRIC RY. Co. has reduced the running time between Vancouver & New Westminster to $\frac{3}{4}$ of an hour, as formerly. The cheap Sunday rates are much appreciated & Vancouver City's proposed new agreement with the B. C. E. R. Co. provides, amongst other things, that the Co. shall place fenders on the cars & also enable the city, if at any time it shall be found necessary to call upon the Co. to substitute underground for overhead wires & connections of motor power.

This Co. is having installed a complete plant for developing the water power at Goldstream, 12 miles from Victoria, for operating the street railway & electric light plant. The plant is expected to be in operation by midsummer. Contracts for the electrical & hydraulic machinery have been closed, & construction is being pushed with rapidity. The electrical apparatus will be of the 3 phase type, using rotary convertors & transformers to distribute over the line as the 2 phase, with a voltage capacity of 11,000. Two Pelton water wheels will be used, with a capacity of 600 h.p. each, delivering 1,000 horse power in Victoria. Provision is also being made for 600 additional horse power if required. The power delivered in Victoria will be sufficient to operate the street railway, electric lighting system, commercial & municipal, & also to furnish considerable power for the operation of stationary motors for manufacturing purposes, elevators, etc.

Manitoba Lines.

WINNIPEG ELECTRIC STREET RY.—Superintendent Somerset has been looking over the St. Paul, Minn., street railway system, with a view to introducing improvements in working the Winnipeg one.

WINNIPEG & ST. ANDREW'S.—See item under head of Railway Projects on an earlier page of this issue. The proposed line may use either electric or steam power.

WINNIPEG & SELKIRK ELECTRIC RY. charter would have expired this year if construction was not begun, but the Legislature at its recent session extended the time for another year.

Maritime Province Lines.

CHARLOTTETOWN.—The local gas company has made a proposition to the city to build a street car system in Charlottetown.

HALIFAX & BEDFORD ELECTRIC CO.—The Halifax Chronicle says the electric tramway scheme from Halifax to Bedford has been killed, so far as the H. & B. Co. is concerned. Its charter has been amended so as to enable it to build a tramway only from Three Mile House to Bedford, & to supply electric lighting between the same points.

HALIFAX ELECTRIC TRAMWAY CO. will spend about \$50,000 in improving its plant. It has just installed 2 large generators.

Northwest Territories.

THE LEWES RIVER TRAMWAY CO. has applied to the Dominion Parliament for a charter to build an electric or horse railway around the obstructions to navigation at Miles Canyon & White Horse Rapids on the Lewes River. This Co. proposes to operate on the eastern side of the river. Another company, to be known as the Miles Canyon & White Horse Tramway Co., has applied for a similar charter of incorporation to operate on the west side.