

a 50 in. flue, and is 165 ft. high. Four horizontal tubular boilers, 73x18 in. supply the steam at 125 lbs. pressure per square inch to a pair of 22x50 in. Wheelock engines coupled to one shaft, and the power is taken direct from a grooved fly wheel to a grooved sheave on the jack shaft, which extends from the engine room into the elevator. A jet condenser, tubular feed water heater, boiler feed pump and 1,000 gallon fire pump, electric light engine and belted dynamo, with all their fittings, connections and accessories, go to make up the complete outfit. Connected with the fire pump is a standpipe system covering all parts of the working house, and provided with the regular equipment of fire hose on each and every floor.

Fifty feet away from the structure above described stands the fireproof tile grain storage house, forming, with one built in 1902, two of the largest strictly fireproof grain warehouses in the world. These storage houses are connected to each other and to the working house by steel truss bridges, covered with corrugated iron and provided with tile and concrete floors. As this tile elevator is a duplicate of the house built in 1902, it is only necessary to say that it consists of 80 circular bins, each 21 ft. in diameter, and arranged in cluster so as to form 63 other smaller bins, all to carry grain 85 ft. deep. A one story steel frame work above these tanks and bins, covered with tile, caps the structure and forms the room for the conveyors and spouting used in filling this mammoth storage building. Five conveyors in as many tunnels in the concrete foundation below the bins take the grain to the working house for cleaning or shipment.

All of these buildings rest on piling where only a few months ago there was 12 ft. of water. The entire plant will have a capacity of nearly 6,000,000 bush., and will furnish the C.N. Ry. Co. terminal facilities among the largest and equal to the best for handling the large grain business of the Northwest. The builders, or engineers and contractors of the above described, except the first constructed working house, are The Barnett & Record Co., of Minneapolis, Minn.

Grain Elevator Notes.

The elevator under construction at Montreal for the Harbor Commissioners is expected to be completed in March.

The Prince Albert, Sask., Elevator Co. has been wound up, and the shareholders have received \$11.56 for each \$10 share.

The Winnipeg Elevator Co's. elevator at Ninette, Man., was recently burned down, and 3,000 bush. of wheat destroyed.

The Canadian Elevator Co. is reported to be erecting a 30,000 bush. elevator at Warroad, Minn., on the Canadian Northern Ry.

The Farmers' Union Elevator Co. (Ltd.) has been granted a supplemental charter under the Manitoba Companies' Act, authorizing it to lease, purchase or construct additional elevators.

J. J. Daley of Chicago, Ill., is negotiating with the Collingwood, Ont., board of trade with a view of obtaining aid towards the erection of an elevator, having a capacity of 1,150,000 bush. at that port.

The Winnipeg Commercial gives the following figures showing the storage capacity for grain at Port Arthur and Fort William Ont., Manitoba and in Northwest Territories Dec. 1:—

	Elevators.	Warehouses.	Capacity.
C. P. R. in Manitoba	479	32	14,411,500
C. N. R. in Manitoba	176	13	4,653,400
C. P. R. in N.W.T.	255	15	7,720,000
C. N. R., lake ports	5	..	10,622,000
C. N. R., lake ports	1	..	3,350,000
Total	916	60	40,756,900

In connection with the winding up of the affairs of the Prescott Elevator Co., it is expected that the bondholders will receive about 75% of the amount due. The amount of bonds covered by the trust mortgage was \$140,000; the amount of the claims of the outside creditors was small. The elevator and plant brought \$28,000; and the barges \$90,000, a total of \$118,000. Two dividends, amounting altogether to 35c. on the dollar have been paid, and a final dividend will be declared at an early date. Recent information stated that the claims of the outside creditors had not been passed upon by the master.

The elevator which the Crown Grain Co. (Ltd.), of Winnipeg, is erecting at the intersection of the C. P. R. and the Canadian Northern Ry. at St. Boniface, Man., will be 56x72 ft. in dimension, 150 ft. high, with a 10 ft. basement. It will be covered with corrugated, galvanized steel, and fitted with five cleaners, two clippers, smutters and a flax machine. There will be four working legs. The power house will be 85 ft. away from the elevator and will contain a 400 h.p. engine. It will furnish storage capacity for 250,000 bush. and in addition to this there will afterwards be erected a tank elevator with space for 2,000,000 bush. of grain. The handling capacity of the present elevator will be about 160 cars per day. W. S. Cleveland, of Minneapolis, Minn., is the contractor. M. H. Bennett is the manager of the elevator company.—Winnipeg Commercial.

SHIPPING MATTERS.

Niagara Navigation Company.

The report for the year ended Nov. 30, 1903, presented at the annual meeting in Toronto, Dec. 15, referred to the large increase in net earnings, \$23,527.91, as very satisfactory. Two half-yearly dividends, amounting together to 8%, were declared for the year. Arrangements have been made for repairing the hull and machinery of the steamer Chicora during the winter and putting her in first-class condition. Following are the financial statements:

ASSETS.

Steamers Chippewa, Corona, Chicora and Ongiara	\$707,500 00
Real estate, wharves, etc.	50,000 00
Stores on hand	1,406 33
Accounts receivable	5,664 94
Cash on hand and in bank	74,584 71
	<u>\$839,155 98</u>

LIABILITIES.

Capital stock, authorized	\$1,000,000
" subscribed and paid up	\$605,000 00
Debentures outstanding, 4½%	111,000 00
Interest accrued on same	2,081 25
Accounts payable	1,601 68
Dividend 4%, payable Jan. 2, 1904	24,200 00
Balance carried forward	95,273 05
	<u>\$839,155 98</u>

PROFIT AND LOSS ACCOUNT.

Balance brought forward	\$72,981 51
Net earnings from all sources	75,686 54
	<u>\$148,668 05</u>
Interest on debentures, 12 months to Nov. 30, 1903	\$4,995 00
Dividend 4%, paid July 2, 1903	\$24,200 00
" 4% payable Jan. 2, 1904	24,200 00
	<u>48,400 00</u>
Balance carried forward	95,273 05
	<u>\$148,668 05</u>

The following were re-elected: President, John Foy; Vice-President, F. B. Cumberland; other directors: J. J. Foy, W. Hendrie, J. B. Macdonald, R. H. McBride, E. B. Osler. The officials are the same as last year: Manager, B. W. Folger; Passenger Agent and Treasurer, R. H. McBride; Secretary, J. M. Sullivan.

The estate of the late Sir Frank Smith, who, at the time of his death, was the principal shareholder, has disappeared from the list. At the commencement of 1902 the estate held 3,293 shares of \$100 each; at the end of 1902 this was reduced to 755, and in March, 1903, the last share held by the estate was disposed of. At the closing of the books last month the following held 25 shares or over, the addresses of the shareholders being Toronto unless otherwise stated: E. R. C. Clarkson, 200 shares; E. B. Osler, 200; W. Hendrie, Hamilton, 200; A. Clubb, 100; A. E. Dymont, Thessalon, 100; H. C. Hammond, 100; T. P. Phelan, 100; Mrs. Seraphina Cumberland, 75; J. S. Hendrie, Hamilton, 72; W. Hendrie, Jr., Hamilton, 67; E. S. Murray, Hamilton, 66; F. B. Cumberland, London, Eng., 50; S. G. Curry, 50; E. G. Fitzgerald, in trust, 50; A. J. Small, 50; D. R. Wilkie, 50; E. W. Langley, 45; Rev. G. M. Milligan, 45; S. A. Rowbotham, 45; Mrs. D. M. Peterson, 42; E. W. Atkins, Eglington, 35; A. W. Austin, 30; A. Darling, L. Cooke and F. M. Fraser, trustees, 30; Mrs. L. M. Hendrie, Hamilton, 30; W. H. Knowlton, 30; Geo. Reedy, 30; H. C. Boulton, 25; A. E. Coulthard, Oshawa, 25; J. S. Kormann, 25; H. Lampert, 25; P. Leadley, 25; Mrs. Margaret McArthur, 25; Miss E. A. McMicking, 25; Mrs. Helen Wardrop, 25. At the same date the following financial institutions held in trust the respective numbers of shares mentioned: Toronto General Trusts Corporation, 1,060; Bank of British North America, 455; Canada Permanent Mortgage Corporation, 408; Bank of Hamilton, 295; Imperial Bank, 185; Merchants Bank, 160; Home Savings and Loan Co., 149; Metropolitan Bank, 85; Quebec Bank, 25.

Ship Building in Toronto.

The Dominion Government has decided to add to its fleet a steel twin screw steamer for its fisheries protection service upon the upper lakes, and has given the contract to the Polson Iron Works, of Toronto, which will build a flush deck vessel having a ram bow and elliptic stern of a somewhat similar type to the smaller cruisers in the British naval service. There is to be a commodious deck house near the foremast, containing reception room, chart room, galley, etc., with a bridge over extending from side to side of the vessel. She will be schooner-rigged, with jib-headed foresail and mainsail. The hull will be of open hearth milled steel capable of withstanding all the tensile, cold and temper tests prescribed for the material used in vessels classed A100 in Lloyd's Register of British and Foreign Vessels, and of the sizes and scantlings provided by Lloyd's rules for vessels of the dimensions described below: The dimensions are: length on load water line, 176 ft.; beam moulded, 22 ft.; depth from top of keel to top of main deck, 14 ft. 3 ins.; draft, loaded with 50 tons of coal and steam up, 8 ft.; bunker capacity, 75 tons. She will be fitted with two sets of triple expansion, surface condensing engines, having cylinders of 13½, 22 and 36 ins. diameter by 21 ins. stroke, and two Scotch boilers, 11½ ft. diameter, 13 ft. long, built for a working pressure of 200 lbs. per square inch, fitted with forced draught. This machinery will drive the vessel over 16 knots per hour when the full power is executed. The vessel will have eight water-tight bulkheads. The accommodations for officers and crew are all arranged below the main deck and are well provided with light and air. In the matter of auxiliary machinery, she will have a steam steerer of ample capacity, a complete electric light outfit for 60 incandescent lights; also a powerful searchlight with the necessary lamps, apparatus, switchboard, etc.; also a steam windlass of ample capacity for working the chain cables and anchors. The vessel will have a very