

used in the grain carrying business on the Upper Lakes, and has a carriage capacity of 120,000 bushels. The Glenellah is commanded by Capt. Geo. Mackey, of St. Catharines, and her chief engineer is John Sweatman.

The United States Government has approved of some amendments in the rules governing the navigation of St. Mary's River. The amendments provide that no vessel shall navigate the narrow parts of the river at a greater speed than nine miles an hour; vessels going in the same direction shall not pass or approach each other nearer than a quarter of a mile. Other amendments provide that three long blasts of the whistle, followed by two short blasts, when sounded from a patrolling vessel, will indicate that the vessel to which such signal has been given must stop until further orders from the patrol ship. No steamer stemming the current shall be allowed to tow any vessel or vessels unless such steamer has the power to move or stop the tow, at a rate of at least three miles an hour. Provision is also made that steamers shall not pass in the widest parts of the river more than two abreast.

Manitoba and the Northwest Territories.

The Dominion Government survey and patrol str. Arctic, which has been in Hudson Bay and adjacent waters for a couple of years, returned to Quebec Oct. 5.

The Transportation Commissioners held sittings at Edmonton, Alta., when evidence was given as to the navigability of the Saskatchewan River, and the improvements necessary to be made to ensure safety. At Regina, Sask., the question of the opening of regular navigation on Hudson Bay was discussed.

The Hudson's Bay Co.'s str. Stork, which left Charlton Island, Hudson Bay, Sept. 19, 1904, arrived in London, Eng., Oct. 4. In 1904, owing to a succession of gales the steamer was driven back to Charlton Island, and was kept there for ten months. The vessel had a cargo of £70,000 worth of furs on board.

An Order-in-Council has been passed to the effect that during the seasons of 1905 and 1906, the owners of steamboats on the Athabaska and Mackenzie Rivers be permitted to acquire permits without payment of the dues prescribed for cutting timber within the boundaries of Manitoba, the N. W. Territories, and the railway belt of British Columbia, and that any dues heretofore collected are to be remitted.

The Minister of Public Works has returned to Ottawa from a trip to Winnipeg and other points in the west. He stated that it was the intention of the Government to call for new tenders for the improvements to the St. Andrew's Rapids on the Red River, and added, it was fortunate the work was not proceeded with under the old plans, as since they were prepared it has been discovered that the flood tide on the river is much greater than was anticipated, this year it being seven feet greater than the average height. The new plans and specifications are in course of preparation.

B.C. and Pacific Coast Shipping.

The Mainland Transfer Co. has reduced its capital to \$70,000, divided into 700 shares of \$100 each.

The lower Yukon River str. Hannah has completed five trips this season, breaking all former records on the river.

A quarantine steamer, 100 ft. long, 20 ft. beam, and to have a speed of 12 knots an hour, is being built at Esquimalt, B.C., for the Dominion Government.

The Pacific Whaling Co. has been authorized to carry on business in British Col-

umbia. The company's capital is \$200,000; its B.C. office is at Victoria, and Capt. S. Balcom is its attorney.

The New England Fish Co. of Boston, Mass., and Vancouver, B.C., has placed an order in Philadelphia, Pa., for a steam trawler for its Pacific coast fishery. The new steamer is expected to be ready in April, 1906.

The C.P.R. has just had built at New Denver, B.C., a steamer to take the place of the Slocan, on the Slocan Lake. The machinery of the old steamer has been transferred to the new hull, which has also been named Slocan.

Col. Anderson, Chief Engineer of the Department of Marine, on his recent visit to the Pacific Coast, arranged for placing a lightship on the Sandheads at the mouth of the Fraser River, Oct. 15, and selected stations at which lighthouses are to be built, and lights or other buoys to be placed.

The sealing schooner Acapulco, which was seized at Victoria for non-payment of wages, has been sold for \$1,000. The vessel sailed from San Francisco, Cal., with temporary registration papers for a Mexican port, but went on a sealing expedition, which resulted in a number of complications at Victoria.

The keel of the new steamer for the C.P.R. has been laid at Esquimalt, B.C. The new steamer will be similar to the Princess Beatrice in general design, but her accommodation will be arranged more on the lines of the Princess Victoria. Her dimensions will be: length, 226 ft. between perpendiculars; breadth, 40 ft.; depth of hold, 25.6 ft. The steamer is intended for the Skagway route during the summer, and to run, when necessary, on the Victoria-Seattle run. The engines and boilers are being constructed in Scotland.

Among the Express Companies.

Winter rates to Alaska-Yukon points were put in force by the Alaska Pacific Ex. Co., Oct. 15.

The Dominion Ex. Co. has opened offices at Bankhead, Camrose, Alta.; Annis, B.C.; Woodland (formerly Reitz), Ont.

The Western Ex. Co. has opened offices at Bronson, Karlstad (formerly Clayton), Newfoundland, Minn.; Lanona, Merricourt, Sawyer, N.D.

R. B. Thomas, for about eighteen years agent Canadian Ex. Co., Halifax, N.S., has decided to leave the service and enter the Methodist ministry.

The Dominion Ex. Co. announced Oct. 1, that rates quoted from Seattle, Wash., to Alaska-Yukon points would in future apply from Vancouver, B.C.

The Maritime Ex. Co. has issued a notification through its Secretary, R. L. Campbell, that its head office is located in the Dominion Atlantic Ry. station at Kentville, N.S.

The Canadian Ex. Co. is erecting a depot warehouse immediately west of the G.T.R. Stuart St. station, Hamilton, Ont. The building is being erected under the charge of — Mitchell, G.T.R. Master of Bridges and Buildings, Toronto.

The Western Ex. Co. is now bonded to the U. S. Government for the purpose of forwarding unapprised merchandise in bond from Emerson, Minn.; Portal, N.D., and Sault Ste. Marie, Mich., to inland ports of entry in the U.S.

During Sept. there were received in Toronto, 1,373 tons of fruit from the Niagara district, of which 745 tons came by train and 628 tons by steamer. There were shipped out from Toronto 1,135 tons to various

points. This traffic is handled by the express companies.

The Western Ex. Co. announces that Portal, N.D., the present terminus of the Minneapolis, St. Paul and Sault Ste. Marie Ry., is an exclusive office, and in the interchange of business, separate graduate and minimum charge will be required on all shipments for that point, except special traffic, which will be charged according to classification rules.

The Canadian Ex. Co. operates over the G.T.R., the Intercolonial Ry., Prince Edward Island Ry., and some smaller lines. Its territory is operated in three divisions, with headquarters at Toronto, St. John and Montreal, respectively. The Western Division headquarters are at Toronto, J. H. Sparling being Superintendent, with the following route agents: E. Allen, Toronto; G. W. Hickey, Hamilton, Ont.; B. S. Murray, London, Ont.; and J. P. Hetherman, Stratford, Ont. The Atlantic Division headquarters are at St. John, N.B., and includes the Intercolonial Ry. and all other lines operated over in the Maritime Provinces, H. C. Creighton being Superintendent, and has as route agents: Le B. Coleman, St. John, N.B.; H. N. Lingley, Truro, N.S. The Central and Eastern Divisions are operated from Montreal by R. Murphy, Assistant Superintendent, and his route agents are: H. M. Gain, Richmond, Que.; F. Norman, Montreal, and G. H. Waterhouse, Kingston, Ont.

Telegraph and Cable Matters.

The G.N.W. Telegraph Co. has closed its offices at Beach Road, Delaware, Lambeth, London Junction, Minden, Ont., in addition to a number of offices at summer resorts.

The Commercial Cable Co. has completed arrangements to extend its Pacific cable system to China and Japan, and expects to have the new cable completed by April, 1906.

The G.N.W. Telegraph Co. has opened offices at Carpenter's, Winona, Pinkerton Station, Ont., and Kempt, Que., messages for the latter office, however, being subject to delay.

The Commercial Cable Co.'s new Atlantic cable from Canso, N.S., to Great Britain, was completed Oct. 6. The signalling speed is 15% greater than that of other Atlantic cables of the same length. The greatest depth of water in which the cable is laid is 15,000 ft.

The National Transcontinental Railway Commissioners have decided to utilize wireless telegraphy for the purpose of communication with the different survey camps. The proposal is to establish a station at New Liskeard, Ont., another at Lake Abitibi, and to arrange stations east and west from this point every 40 or 50 miles.

J. Kent, Manager C.P.R. Telegraphs, has just completed an inspection of the lines to the Pacific coast, and has made arrangements for extensions and improvements. He was accompanied part of the way from Montreal by J. F. Richardson, Superintendent of the Eastern Division lines, and west of Winnipeg by W. J. Camp, Electrical Engineer.

The Premier of Newfoundland arranged for the flotation in London, Eng., of an issue of £390,500 of 3½% Government of Newfoundland inscribed stock at £96% for the purpose of paying the amount of the award of arbitration for the government system of telegraphs taken over from the Reid-Newfoundland Co., and to provide for further extensions of the telegraph system on the island, and a cable connection with Canada. A press telegram dated Sept. 30, stated that the loan had been oversubscribed, but a London, Eng., paper of Oct.