

An act providing for the amending of the Steamboat Inspection Act, 1898, has been given a second reading in the House of Commons, and has been referred to a special committee. The bill provides for the widening of the inspection provisions of the act, the proposed new clause being: "No steam yacht used exclusively for pleasure or private use without hire or remuneration of any kind, and no steamboat having an engine under five horse-power, shall be subject to the requirements of this act." In section 33, proposed to amend sub-section 12, which deals with the application of any person qualified by his knowledge of steamboat machinery who may be given a temporary certificate as engineer of a passenger steamer having engines of 4 n.h.p., if single cylinder, and 9 n.h.p. if compound type. The proposed amendment is to strike out the words "any applicant," and to make it read "any fourth engineer." This latter clause is one which affects primarily the owners of steamers on the minor inland waters, who are in favor of a widening rather than a narrowing of the ranks from which engineers of small boats can be drawn.

Among the Express Companies.

The Western Ex. Co. has opened offices at Hubbell, and Matchwood, Mich.

The Dominion Ex. Co. has opened offices at Kenaston (formerly Bonnington), Kronau, Lajord, Oyama, Richardson, Sedley, Tantallon, Togo, Assa., Cobalt, Dunsford, Oxford, Ont.; Bouchette, Iherville Jct., Que.

The B.C. Express Co. recently made a delivery of a 2,000 lb. iron shaft to the La Fontaine Mine, the trip from Ashcroft, B.C., taking about four days. The charges on the shaft from Toronto to Ashcroft were about \$200.

The Canadian Ex. Co. is arranging to extend its service throughout Prince Edward Island. At present the service extends only to Charlottetown, the P.E.I. Ry. operating an express service, which is to be turned over to the Canadian Ex. Co.

The Alaska Pacific Ex. Co. will carry express matter to Fairbanks and Chena, Alaska, on the steamers of the Valdez Transportation Co., which also carry the United States mail. This route will close April 15, after which Fairbanks and Chena cannot be reached until the opening of navigation on the Yukon River.

We are advised that the Maritime Ex. Co., which was recently granted a Dominion charter of incorporation, will probably confine its operations to the Dominion Atlantic Ry. and connecting railway and steamship lines. The express business on the D.A. Ry. and steamship lines has hitherto been carried on by the Maritime Ex. Co., a Nova Scotia company.

Express officers generally have been notified that the Canadian Customs insist on the provisions of the law regarding invoices being carried out to the letter. It is necessary that two invoices, with proper certification, showing both the American and the Canadian prices in actual figures, must accompany each shipment destined to a point in Canada, as it will be impossible to make an entry without these invoices.

At the eighth annual dinner of the Montreal employees of the Dominion Ex. Co., held Feb. 4, V. G. R. Vickers, Superintendent of the newly created Atlantic division, presided. It was stated that the company now had 2,500 employees, and operated its service over 15,000 miles of railway. W. A. Clarke succeeded Mr. Vickers as general agent at Montreal, was presented by the staff with a six-foot rubber plant, to which was attached a collection of rubber stamps for all purposes.

Telegraph and Cable Matters.

The C.P.R. Telegraph Department has opened offices at Balcarres, Lemberg, Assa.; Stavely, Alta.

The G.N.W. Telegraph Co. has opened offices at Niagara Falls Centre (Victoria Park Station), Ont., and at Kiskisink, Que.

The C.P.R. Telegraph Department, it is reported in Nova Scotia, has decided to extend its line from Halifax to Yarmouth, along the line of the Halifax and South-Western Ry.

The C.P.R. Telegraph Department has received permission from the Montreal City Council to lay conduits on St. Antoine, Inspector, and Lagauchetiere streets for its wires.

The Saskatchewan Herald of Jan. 26, 1880, contained the following paragraph: "The western terminus telegraph office was moved in on the 18th, the office put in shape, and a message got through to Winnipeg on the 21st."

The Direct West Indian Cable Co., which connects Halifax, N.S., and the Bermuda Islands with the West Indies, has offered to the British Government to lay a cable from Bermuda to Barbados and other islands and join it with the present cable at Kingston, Jamaica.

The vote of \$100,000 which the Dominion Parliament is asked to pass at its current session for wireless telegraph plants will cover the installation of stations at several points on the British Columbia mainland and Vancouver Island. When this work is completed the C.P.R. Pacific liners will have wireless telegraph apparatus installed on board.

The C.P.R. Telegraph tariff book for 1905 contains 25 more pages, and shows the names of 1,094 more places than the 1904 book. It also shows that the C.P.R. Telegraph and its connections maintain exclusive offices in 1,921 places not reached by any other telegraph company. The C.P.R. Telegraph system handles business for 21,071 places.

The new agreement between the Dominion Government and the Anglo-American Telegraph Co., for the cable service between Prince Edward Island and the mainland is binding for five years, the amount of subsidy being \$5,000 a year. In return for the increased subsidy, it was recently stated in the House of Commons that there had been a reduction in telegraph rates. We have already published details of these reductions.

The Anglo-American Telegraph Co. has protested against the establishment of wireless telegraph stations on Prince Edward Island, either for communication with the mainland of Nova Scotia and New Brunswick or with the Government steamers Stanley and Minto. The Premier, in reply to a recent question in the House of Commons, said the Government did not recognize these protests, it being contrary to their policy.

The C.P.R. Telegraph Department is contemplating making extensive additions to its lines in Manitoba and the Northwest Territories during the current year. A large additional mileage of wire will be strung on existing lines to meet the demands of the increasing business; new lines are to be strung along the recently completed railway lines, and it is also expected that a new direct connection will be opened with the U.S., via St. Paul and Chicago, along the line of the Minneapolis, St. Paul and Sault Ste. Marie Ry., recently completed to Emerson, at the International boundary.

The decision in the arbitration proceedings between the Government of Newfoundland and the Reid Newfoundland Co., in which the latter claimed about \$3,500,000 damages in respect of the taking over by the

Government of the telegraph service of the colony, was announced at St. Johns, Nfld., Feb. 3. The arbitrators, P. S. Archibald, C.E., Moncton, N.B., appointed by the Supreme Court; Hon. E. Blake, M.P., K.C., London, Eng., appointed by the Newfoundland Government, and D. MacMaster, K.C., Montreal, appointed by the Reid Newfoundland Co., came to a unanimous finding in Toronto, Jan. 14, and signed the award, which it was agreed was not to be made public until Feb. 3. They decided that the Reid Newfoundland Co. is entitled as compensation for the loss and damage sustained to \$1,503,100 with interest from Oct. 1, 1903, at the rate of 3%, and that the expenses of the third arbitrator and the general expenses of the arbitration shall be borne equally, and each party shall remunerate its own arbitrator.

The new schedule of pay for dispatchers and operators on the C.P.R. Eastern Lines which went into effect recently provides for advances varying from \$2 to \$10 a month. On the main line east of Chalk River, first year dispatchers will get \$100 a month, with an increase of \$5 for the second and \$10 for the third years. On the branch lines, first year dispatchers are to receive \$90, with increases as above. West of Chalk River, the scale is \$105, \$110 and \$120 for the three years, while for White River and west it is \$110, \$115 and \$125. For telegraphers other than train dispatchers and linemen, \$45 will be the minimum for agents and operators on the main line east of Chalk River, with \$43 on branch lines, with dwelling, light and fuel included. Without these latter, the minimum will be \$50 and \$48 respectively. Telegraph operators will not get less than \$45 on the main line and \$43 on the branches, while the minimum for linemen on both main and branch lines is \$55. West of Chalk River \$47 is the least for an agent and operator, and west of Cartier \$53, with, in each case, the added items above referred to. Without them the minimum is \$52 and \$58 respectively, and for telegraph operators \$47 and \$53. Linemen in either of the two districts will receive \$60 as the lowest. Train dispatchers will be allowed three weeks' vacation yearly, and other telegraphers of four or more years' service two weeks. The revised salary scale for relieving telegraphers shows a substantial advance. The revision of the schedule on the Western is being discussed with the officials at Winnipeg.

New Construction Companies.—The following new general contracting companies have been incorporated under the Dominion Companies' Act:—British Canadian Supply Co., with offices at Montreal, and a capital of \$50,000, the provisional directors being: Watson Jack, J. W. Harris, R. C. Smith, K.C., W. B. Powell, R. C. Grant, of Montreal. Canadian Builders (Ltd.), with offices at Toronto, and a capital of \$1,000,000, the incorporators being: G. P. Magann, W. H. Blake, J. Mackay, Toronto; J. C. Stewart, New York; C. F. Franson, Pittsburg, Pa. Standard Construction Co. (Ltd.), with offices at Ottawa, and a capital of \$1,000,000, the incorporators being: E. J. Chamberlin, railway manager; J. W. Smith, railway official; C. J. R. Bethune, barrister-at-law; G. E. Fauquier, contractor; H. Christin, bookkeeper, Ottawa. The Richelieu Construction Co. has been incorporated under the Ontario Companies' Act to carry on a general contracting business, and to promote and assist financially the undertakings of other corporations. The offices of the company are in Toronto, its capital is \$200,000, and the provisional directors include F. Denton, barrister-at-law, Toronto, and law students and others connected with his office.