

grievances, has recently issued its award. By it the operators on the lower grade, as to salaries, will receive an increase of 10%, involving an extra expenditure of \$27,000 annually, and men on the higher rate of pay will benefit by the company setting aside \$10,000 a year, to be distributed amongst them at certain stations. An allowance will be made for those who may be required to work on Sundays at any station where Sunday work is not the rule, but in no case can an operator earn more in the aggregate than those who must in any case work on a Sunday. The new arrangement will not apply to train dispatchers, but only to operators, and to those who fill the positions of operators and station masters.

The report of the Department of Public Works for the nine months ended Mar. 31, 1907, gives the latest figures to hand showing the extent of the telegraph lines in operation in the Dominion as follows:

Company.	Length of Lines, miles.	Length of Conductors, miles.	Offices.
G.N.W. Telegraph Co.	11,775	48,652	1,360
C.P.R. Telegraphs	10,294	51,009	1,150
Western Union Telegraph Co.	2,638	9,849	219
Dominion Government	6,829	6,829	382

The C.P.R. telegraph's figures include two miles of underground lines with 57 miles of conductors, and the Western Union figures 28 miles of underground lines with 44 miles of conductors.

The Dominion Telegraph Lines.

The Department of Public Works expended during the nine months ended Mar. 31, 1907, upon the Government telegraph lines \$376,605.48. The revenue from the lines during the same period was \$91,760.84. The Department at present controls over 7,000 miles of telegraphs, both inland lines and cables. Few land lines were constructed during the period under review. Some stretches of wire were strung in the Chicoutimi district and in some parts of Saskatchewan and Alberta, but the main work was the keeping in repair of the several lines, and their management, in order to serve the public, for the benefit of whom they were constructed, at points remote from the centre of business, and where private companies did not think the remuneration would be in direct ratio to the amount required for construction and operation. The cables have been kept in good condition by the officers and crew of the cable ship Tyrian. The duty of collecting the returns from these several telegraph lines, says the Deputy Minister in his report, is in some cases very arduous. Many of these lines are located in out-of-the-way places, where the amounts paid in are very small. On some stretches, especially on the coast of the lower St. Lawrence, where the lines are more for the purpose of signalling, etc., the operators receiving only very small pay, the returns are also very small.

The details in connection with the telegraph lines are contained in the report of D. H. Keeley, General Superintendent. The lengths of the lines in the different provinces, with number of offices and the number of messages sent during the nine months, is given below. The land lines are given in statute miles, and the cable in knots, but the Department in recording the total length of the lines treats a knot as a statute mile.

	Land Lines.	Cables.	Offices.	Mes- sages.
Newfoundland	14	2	2	9,776
Nova Scotia	586½	24½	60	3,220
New Brunswick	76	11	16	20,145
Quebec	1,886	324½	125	1,217
Ontario	25½	17	10	17,782
Saskatchewan and Al- berta	994	33	68	20,191
British Columbia	813½	2½	68	31,856
Yukon	2,467½	68	382	104,187
	6,862¾	379¾		

The line from Port au Basque to Cape Ray, Nfld., is operated as heretofore under an arrangement with the Anglo-American Telegraph Co. The Barrington-Cape Sable line, 16 miles and 1¾ knots of cables, is leased to the Barrington Telephone Co., the lease being terminable at any time. In connection with the signal service a land line of 208 miles was erected in 1881 between Canso and Halifax, N.S., for a bonus of \$16,000, and is maintained and operated by the Western Union Telegraph Co. without further cost to the Government. The Pelee Island line in Ontario is operated by telephone. About 65½ miles of branch lines with Edmonton, Alta., as a centre are operated by the Edmonton District Telephone Co. The Beaufort Telephone system, 25 miles, is looked after by the Superintendent of the Banff National Park. The Vernon-Kelowna, B.C., line, 35 miles, is operated both as a telephone and a telegraph line. The repairs of the line to Cape Beale, on Vancouver Island, has been done jointly with the C.P.R. Telegraph Department since 1902 in connection with the work of the all-British Trans-Pacific Cable. The Vancouver-Salt Springs, B.C., line, 24¾ miles, is worked by telephone for the present merely for general convenience and is looked after by persons directly interested.

New lines constructed on Cape Breton Island, N.S., included one from Little Bras d'Or to Kempt Head, 31 miles of pole line and 36 miles of wire; one to Eskasoni, 31¼ miles of pole line and 37½ miles of wire; and a stretch of six miles along the previously existing line between Ball's Creek and North Sydney. Offices were opened for business on these lines at Little Bras d'Or, East Bay, Castle Bay, North Side East Bay, Alder Point, Hillside, South Side Boularderie, Point Clear, Grove's Point, Boularderie West, Little Bras d'Or Bridge, and Eskasoni. To relieve the pressure on the Meat Cove, N.S., wire a new wire was strung from North Sydney to Big Bras d'Or, with a loop to Alder Point, and crossing Little Bras d'Or with 400 ft. of cable. The office at Strathlorn was closed, and new offices opened on old lines at Laframboise Intervale, and Breton Cove, N.S. The main line between Mahou and Chitcamp has been completed, and the line between Gaberous and North Sydney overhauled and put in good repair. For the accommodation of the local telephone company on Grand Manan Island, N.B., a permit has been given by the Department for the stringing of a telephone wire, subject to the usual conditions, on the poles of the telegraph line throughout the whole length of the island. A cable has been laid from St. Francois, Isle of Orleans, to Baie St. Paul, 30 knots, with a view of a through connection to Quebec without having to lease a wire.

The officers of the Department in charge of telegraphs are: General Superintendent, D. H. Keeley; technical assistant, M. W. Crean; accountant, J. P. Demartigny; Ottawa. General Inspectors: A. B. McDonald, Meat Cove, N.S., lines in Nova Scotia and New Brunswick; J. S. Macdonald, Kamloops, B.C., lines in Saskatchewan, Alberta and South British Columbia; J. E. Gobeil, lines in Yukon Division. Superintendents: E. Pope, Quebec, district superintendent, North Shore and G.N.W. traffic. J. C. Taché, district superintendent, Chicoutimi district and North Shore to Bersimis. E. H. Tetu, Long Point of Mingan, district superintendent, North Shore, East Bersimis. P. Pouliot, district superintendent, Quarantine line, etc., to Grosse Isle. A. Malouin, district superintendent, West Point, Anticosti Island. A. Le Bourdais, Grindstone, district superintendent, Magdalen Islands. D. C. Dawson, St. John, N.B., district superintendent, Cape Breton system. Mrs. C. C. Seely, Grand Manan, N.B., district superintendent, Bay of Fundy system. J. McR. Selkirk, Leam-

ington, Ont., district superintendent, Pelee Island system. R. C. Macdonald, Qu'Appelle, district superintendent, Northwest Territories. W. Henderson, Victoria, district superintendent, British Columbia, south. C. S. Stevens, Kamloops, B.C., superintendent, Penticton line. J. T. Phelan, Vancouver, B.C., acting superintendent, Yukon system. H. Gilchen, Whitehorse, Y.T., acting district superintendent, Atlin-Boundary.

A Newfoundland Telegraph Dispute.

Judgment was recently delivered in the case of the Anglo-American Telegraph Co. vs. the Reid-Newfoundland Co., in which the plaintiff company claimed an account of commercial messages over the telegraph line between St. John's and Whitbourne, Nfld., under an agreement with the Newfoundland Ry. Co., dated Aug. 11, 1888, and of which it claims the Reid-Newfoundland Co. is the assign. The defendant company held that it was not an assign of the Newfoundland Ry. Co. in so far as this agreement was concerned.

The judgment states: "The defendant company, however, took the special wire from the Government under the contract of 1898, which conveyed an estate comprising the whole of the unexpired term of 27½ years, which the agreement gave in the special wire. If the special wire has not been conveyed by this contract, then the defendant company's occupation of it must be wholly wrongful, and it would be liable for every use made of it. The conduct of the defendant company, as well as its contract, shows it to be in the position of an assign. It conformed to the terms of the agreement of 1888 and took its benefits. From April 1, 1898, it held the special wire with the owner's consent and must be presumed to have done so on the terms set forth in the agreement."

The original agreement with the Newfoundland Ry. Co. provided that the special wire referred to was for the special and exclusive use of the Ry. Co., and to be so constructed and maintained as to afford the Ry. Co. constant communication between each of the railway stations, between St. John's and Harbor Grace, and Harbor Grace and Carbonear. Commercial messages were held to be all business messages paying toll, or contributing to the earnings of the company. It was ordered that account be taken before the Registrar of all messages transmitted over the special wire by Sir R. G. Reid, and the defendant company, other than messages connected with, or for purposes incidental to the management, operation or control of the line of railway between St. John's and Harbor Grace, via Whitbourne, and between Harbor Grace and Carbonear.

Telephone and Telegraph Crossings.

The Railway Act, sec. 246, provides that no wires for telegraphs, telephones or the conveyance of light, heat, power or electricity shall be erected, placed or maintained across a railway without leave of the Board of Railway Commissioners. Subsections provide for the submission of plans to the Board; the making of an order by the Board authorizing the work on such terms and conditions as may be expedient, and for the carrying out of the work under the order. Replying to a question in the House of Commons recently the Minister of Railways said the total number of applications made to the Board of Railway Commissioners for leave to cross railway tracks with telephone wires from Feb. 1, 1904, to Dec. 1, 1907, was 1,384, and the total number of applications granted was 1,365. No applications had been refused within that period. Provided the applicant complied with the requirements of sec. 246 of the Railway Act, and the rules and regulations of the Board, and provided a public