

The str. Melbourne, trading between Hamilton and Montreal, calling at various other ports, was burned to the water's edge and sank near the entrance of the Murray canal Sept. 20. The traffic in the canal was almost entirely blocked by the wreckage. The steamer, which was owned by the Melbourne Steamship Co., Ltd., Montreal, was operated by C. A. Jaques, Montreal. She was a screw steamer of 54 horse power, built at Port Stanley, Ont., 1893, her dimensions being: length, 179.6 ft.; breadth, 26 ft.; depth, 11.3 ft.; tonnage—gross, 894 tons; register, 540 tons.

It is not quite right, we have been informed, to state that the reciprocal inspection arrangements between Canada and the United States are in an unsatisfactory condition. On the contrary the arrangements made this year were exceedingly satisfactory, and the discussion that has recently taken place in regard to them merely brings out the point that they may, like most things, be improved. The principal objection raised at present is that an inspection is made on one side of the line and the certificates granted, and that thereafter, while the vessel is supposed to be subject to no further inspection in the other country, except such as is necessary to satisfy the Inspector that the condition of her boilers and life-saving equipment is as stated in the first certificate, the result of the arrangement is that in certain cases, depending upon the construction the Inspector may place upon the law, the vessel is really subjected to a complete reinspection at a cost of considerable time and trouble. The definite advantage that has been gained is that each vessel need only comply with the actual requirements of her own country. A point in which improvement may be made is that the certificate granted in the first instance might possibly be accepted without further scrutiny. This would save a good deal of trouble to the vesselmen. Objection has also been raised that, on account of the variance in the rules of Canada and of the United States regarding passenger accommodation, the present arrangement gives an advantage to U.S. passenger steamers over those of Canadian registration coming in competition with them.

Manitoba and the Northwest Territories.

News has reached St. John's, Nfld., to the effect that the Hudson's Bay Co.'s str. Pelican has broken her rudder, while on her annual voyage from Hudson Bay posts to London, Eng.

A Selkirk, Man., paper referring to the state of the Red River at the point entering Lake Winnipeg, says it is well known that steamboats and barges have been coming in with light loads all summer, which alone is a very great loss, and they have had to remain at the mouth frequently for a whole day on account of low water. It is further stated that a little work every year would keep a good clear channel in the old route, and that this is the fourth year the Dominion Government has been spending money on what is described by the paper as an "imaginary channel."

Mails from the Dominion Government patrol str. Arctic, dated Aug. 18, have reached Canada, having been brought to St. John's, Nfld., by a British man-of-war. The Arctic had left Hudson Bay to meet the str. Neptune, which left Halifax, N.S., in Aug. with supplies, and was cruising in Ungava Bay, when the man-of-war was sighted. The Neptune was detained at St. John's Nfld., for some weeks owing to some question between the Department of Marine and the Mounted Police Department at Ottawa, as to the control of the steamer. The Arctic, on Sept. 13, was reported at Chateau Bay, opposite Belle Isle, with machinery disabled.

B.C. and Pacific Coast Shipping.

The name of the str. Queen of the Pacific, of Vancouver, B.C., official number 116,465, has been changed to Claxton.

The New England Fish Co. is having a steam trawler built at Philadelphia, Pa., for its halibut fishery in the North Pacific.

The Government str. Georgia lost a blade of her propeller Sept. 13, by striking a snag in Fraser River, near New Westminster, B.C.

A report is current that a company of Victoria men are arranging to put another steamer on the Victoria-Port Townsend-Seattle run.

The C.P.R., since it acquired the Esquimalt and Nanaimo Ry., has re-arranged the schedule of the str. Joan, so that she will call at Ladysmith on the trip both to and from Vancouver.

The steamer which the C.P.R. is building at Nelson, B.C., for the Nelson-Kootenay Landing run, is being constructed of wood, 185 ft. long, 29 ft. broad, and 7 ft. deep. She will be a stern-wheeler.

The Indians of Valdez Island have constructed the hull of a steamer 70 ft. long, which has been taken to Victoria to be fitted with boilers and machinery. The builders of the steamer were given their training at the Indian industrial school, Cowichan, B.C.

Dr. W. B. Dawson, of the Tidal Survey branch of the Department of Marine, has been spending some time at Victoria, B.C., in connection with the investigation of the tides on the west coast of Vancouver Island. Some new observation stations are being established on the coast.

The str. Pheasant has been purchased by Capt. Magar, her former owner. He will take command and O. Brown, who has been in charge for the past two years, has been appointed mate, J. McInnes remaining as chief engineer. The Pheasant trades between Vancouver and Skeena River points.

Col. Anderson, Chief Engineer of the Department of Marine, Ottawa, spent some considerable time during Sept. inspecting existing lighthouses and aids to navigation on the Pacific Coast. He is also arranging for the erection of a number of new lighthouses, and buoy stations. The most important of the new lighthouses will be erected at the southern extremity of Trial Island.

The schooner Carmencita, which held a provisional registry at San Francisco for a voyage to Acapulco, Mexico, did not go there, but went on a sealing expedition, and was seized at Victoria, B.C., by the customs authorities and fined \$1,600. On payment of the fine the vessel was released, but was subsequently seized under an admiralty warrant for wages due certain members of the crew.

The Canadian schooner Agnes Donohue which was seized by the Government of Uruguay, on a charge of poaching seals, has been released.

An action has been instituted by the C.P.R. against W. D. Reid, Vice-President Reid Newfoundland Co., arising out of the stranding of the C.P.R. Atlantic steamship Montclair, in July, 1903. The steamer carried a large number of cattle, which were thrown overboard when she stranded, and of these over 800 swam to Langley Island, off the Newfoundland coast near Miquelon. An agreement was made on behalf of all interested parties and Mr. Reid, and a large number were removed and paid for. The C.P.R. claims \$6,360 as the value of the remaining cattle, which it is alleged were left on the island at Mr. Reid's risk.

Among the Express Companies.

Mrs. M. E. Sharpe, mother of H. P. Sharpe, General Agent Dominion Ex. Co., Toronto, died at London, Ont., Sept. 1.

The Canadian Ex. Co. proposes to erect an office and warehouse in the G.T.R. yards at Hamilton, Ont., at a cost of \$5,000.

W. S. Stout, President and General Manager Dominion Ex. Co., returned to Toronto Sept. 23, from a trip to Manitoba and other western points. He was accompanied by Mrs. Stout, Miss H. Stout and W. S. Stout, Jr.

Owing to the heavy harvest in Manitoba, Saskatchewan and Alberta, there has been a great demand for reapers, and the Dominion Ex. Co. carried quite a number at express rates, the purchasers not being able to wait until delivery could be made by freight train.

J. B. Prentiss, for 20 years Superintendent of the Western New York and Eastern Pennsylvania division of the American Ex. Co., died at Rochester, N.Y., Aug. 27, aged 73. Prior to becoming a route agent in 1865, he had a run between Rome and Cape Vincent, N.Y., and Kingston, Ont.

The annual financial statement of the Expressmen's Mutual Benefit Association for the year ended June 30, 1905, showed receipts of \$119,715.00 and expenses of \$72,704.95. The assets amount to \$164,201.10, and the liabilities are: net reserve, American Experience table and 3%, \$144,585; death claims, proofs not completed, \$7,000; leaving a surplus of assets over liabilities of \$12,616.10. The Association has 2,561 certificates in force, representing a total insurance of \$3,245,500.

Telegraph and Cable Matters.

The Halifax-Bermuda Cable Co. proposes paying a further dividend of 2½%, making 5% for the year ended June 30, 1905.

The Canadian Northern Telegraph Co. has extended its lines to Lloydminster, Sask., and has opened a commercial office there.

Miss M. G. Earle, daughter of W. E. Earle, manager of the Western Union cable office at North Sydney, N. S., was married there, to E. J. Mabon, of Winnipeg, Aug. 23.

The cable str. Colonia was placed in the dry dock at Halifax, N.S., after being towed off the reefs near Canso, and repaired, resuming her cable laying work at the end of Sept.

The Commercial Cable Co. has increased its capital from \$12,000,000 to \$15,000,000. It is proposed to extend its cables from Manila, in the Philippine Islands, to Shanghai, China.

Signals by Marconi wireless telegraphy have passed between the Dominion Government station on Sable Island, N.S., and the German liner Kaiser Wilhelm der Grosse, when the latter was 650 miles out at sea.

The Marconi Wireless Telegraph Co. is erecting a telegraph station at Partridge Island, N.B. The tower will be 180 ft. high, and will be erected on the highest point of the island. This is one of the stations for the Dominion Government.

The laying of the new cable from Canso, N.S., to Port Aux Basques, Nfld., for the Newfoundland Government, has been completed. The cable is being operated by the Commercial Cable Co., and through it the C.P.R. Telegraph lines are given a connection with the island colony.

J. G. Ridout, Toronto; C. Thompson, Montreal, and H. Aylen, K.C., Ottawa, have been appointed arbitrators to decide on a question of priority of invention of wireless signalling in connection with wireless telegraphy. The persons interested in the inventions are Sir O. Lodge, Dr. DeForest and R. A. Fessenden.

A British parliamentary paper states that during the first three months of the current