

her on a route between Whatcom, Fairhaven, Seattle and Tacoma, Wash. The Willipa was built at Astoria, Ore., 1891, and has been in the C.P.N. Co.'s service for about five years. The price paid is said to be about \$35,000.

The Pacific Towing and Lighterage Co. (Ltd.) has been incorporated under the B.C. Companies Act, with a capital of \$40,000, to take over the tug Albion. The Co.'s offices are at Victoria. The Co. has also purchased the schooner Alexander, built at Port Essington in 1876, which will be converted into a barge.

There have been a number of changes in the captains in charge of the Dunsuir fleet of colliers, owing to the death of Capt. Salmond, of the Wellington. Chief Officer McKenna, of the Wellington, becomes captain, and Capt. Butler, of the Lorne, becomes pilot of the Wellington; and J. W. Cates is appointed to the Lorne.

A syndicate is being formed in Vancouver to purchase the steamer North Vancouver, now being operated as a ferry by the municipality of North Vancouver, and continue the ferry service. It is believed that it can be operated more economically by a company than by the municipality. At a public meeting of ratepayers recently held a good deal of opposition was shown to the proposal, and the granting of a lease is still under consideration by the council.

The C.P. Navigation Co.'s str. Charmer completed her 3,000th trip between Vancouver and Victoria recently, which event was celebrated by a luncheon. The Charmer was originally the Premier, and was built at San Francisco in 1887, and sailed under a U.S. registry until July 1, 1893, having then made 682 trips between the two cities. Capt. Rudlin then took charge of the steamer, which was renamed the Charmer, and has been in command ever since. During that period the Charmer has only missed the train connections once, and has never met with an accident costing more than \$50 for repairs.

The trial trip of the cable str. Iris, built at Port Glasgow for the Pacific Cable Board, has passed off satisfactorily, and the steamer is now on her way to Fanning Island, where she will be stationed to do any repairs on the trans-Pacific cable from British Columbia to Australia. She has a length of 285 ft. on the water line, with a moulded breadth of 40½ ft., and a depth, moulded to the spar deck, of 25 ft. The promenade deck is 109 ft. in length, on which is placed the captain's room and a dining saloon, and above this is the chart-room, wheel-house and officers' quarters. The electricians, cable officers, engineers, etc., have their apartments on the main deck. There are four cable tanks, and the special cable machinery is fitted, the heavy machinery forward and the lighter aft. The steamer is provided with a 30 ft. steam launch and five boats. The propelling machinery consists of two sets of triple expansion engines, cylinders 18½, 31 and 51 in. diameter by 39 in. stroke, to which steam is supplied by three single-ended boilers, 14 ft. diameter by 11 ft. 6 in. long, for working pressure of 190 lbs. to the square inch. The contract speed was 13¼ knots an hour, but at the trial trips a maximum of 15¼ knots was made with an average on the six hours' test of 14.4 knots.

There will be operated in connection with the G.T.R. from Portland, Me., six lines of steamers as follows:—Weekly—Dominion line to Liverpool, Thomson line to London; fortnightly—Allan line to Glasgow, British and North American line to Avonmouth (Bristol); every three weeks—Leyland line to Antwerp; monthly—Hamburg-American line to Hamburg. The press reports that the G.T.R. was about to establish a freight line of its

own between Portland and Avonmouth are declared at the Montreal offices of the Company to be without foundation.

The C.P.R. has completed arrangements for supplying freight to ten lines of steamers sailing from St. John, N.B., during the winter as follows:—Weekly—Allan line to Liverpool, Donaldson line to Glasgow; fortnightly—Elder-Dempster line to Liverpool, Manchester line to Manchester, Elder-Dempster line to Bristol, Head line to Dublin and Belfast, Pickford and Black line to West Indies; every ten days—Furness line to London; monthly—Joint line to South Africa, Canada-Jamaica line to Kingston and other Jamaican ports.

Sir Thos. Shaughnessy recently stated that he would tell all about the projected C.P.R. Atlantic Steamship Line when the result had been accomplished. Meanwhile it is reported that orders have been placed on the Clyde for four steamers for this service and two additional steamers for the trans-Pacific line. In connection with the projected Atlantic line, the Hong Kong Chamber of Commerce has passed a resolution favoring it, and also asking for a faster trans-Pacific service.

#### Among the Express Companies.

The Canadian Ex. Co. has opened an office at Ekfied, Ont.

The Western Ex. Co. has opened offices at Manfred, N.D., and Mikana, Wis.

The Dominion Ex. Co. has opened offices at Port Haney, B.C., and Grindlay, Sask.

The Canadian Northern Ex. Co. is under the direct charge of D. B. Hanna, 3rd Vice-President of the Canadian Northern Ry.

The Dominion Ex. Co. has closed the offices maintained during the season of navigation at Emo, Fort Frances and Rainy River, Ont. Emo, Fort Frances and Mine Centre are now exclusive offices of the Canadian Northern Ex. Co.

The Quebec Ry., Light and Power Co. has established a parcel delivery system over its Montmorency line. The minimum charge is 5 cents for a parcel up to 10 lbs., and parcels from 50 to 100 lbs. are carried for 25 cents. Business is exchanged with all express companies.

P. MacDonald, Assistant Auditor of the Canadian Express Co. at Montreal, who recently resigned, was presented by the employees of the audit department with an umbrella, a meerscham pipe and tobacco pouch, prior to his departure for South Africa. Up to December 11 no appointment had been made to fill the vacancy.

The White Pass and Yukon Ry. Co.'s stage from Whitehorse to Dawson, Yukon, is now in operation, carrying passengers, mails and express. In addition to the regular service there is a special weekly fast stage carrying freight under contract. There are 14 stopping places on the route at distances varying from 18 to 25 miles apart, at each of which relays of horses are kept. Each stage is drawn by 4 horses, and 160 horses are kept for the service. Accommodation is provided on each stage for 10 passengers, 1,000 lbs. of passenger baggage and 1,000 lbs. of express and mails.

#### Telegraph and Cable Matters.

The Commercial Cable Co. has declared the usual quarterly dividend of 1¼%, and a bonus of 1% payable Jan. 2.

Sir Sandford Fleming has had a telegram sent to the Mayor of Ottawa, round the world by the new cable route, in 6 h. 3 m.

The Canadian Northern Ry.'s commercial telegraph department is under the direct charge of D. B. Hanna, 3rd Vice-President.

The first cable laid in America was completed between Cape Traverse, Prince Edward Island, and Cape Tormentine, N.B., Nov. 21, 1852.

The C.P.R. telegraph department proposes stringing a second wire from Lindsay to Cavanville, Ont., to accommodate the increasing business.

The trans-Pacific cable from Bamfield Creek, B.C., to Australia and New Zealand was declared open for the transmission of public messages Dec. 8.

The Commercial Pacific Cable Co. has obtained an amendment to its charter enabling it to extend its cable, now being laid from San Francisco to Manila, from the latter port to Shanghai.

The International Association of Railway Telegraphers held its annual convention at Montreal, Dec. 18, the executive officers having previously visited the chief railway centers in Canada.

It is proposed to establish wireless telegraph stations at several points on the Newfoundland coast, with a view of keeping up communication with vessels approaching and passing through the grand banks.

A suggestion has been made to re-name Bamfield Creek, B.C., the landing place of the trans-Pacific cable, Fleming, in honor of Sir Sandford Fleming who, for so many years, advocated the construction of the cable.

By a connection between the Government Ashcroft-Dawson telegraph line with the U. S. line from Egbert, Alaska, about 450 miles in length, telegraphic communication can be had with St. Michaels and Cape Nome.

The Pacific Cable Board has fixed a rate of 58 cents a word for commercial messages, and 22 cents a word for press messages, over the new all-British trans-Pacific cable. A rate of 99 cents a word for commercial messages was at first announced.

The Pacific Commercial Cable Co.'s cable from San Francisco, Cal., to the Philippines will have a total length of 8,000 miles, and will be completed in the spring of 1904. The route was selected from a chart of the ocean floor made from 950 soundings.

The telegraphers employed on the Intercolonial Ry., as the result of a conference with the Minister of Railways, have been granted an increase of pay to the extent of \$3.50 a month. This will mean an addition to the pay roll of about \$40,000 a year.

A. L. Dearlove, the engineer who tested the all-British trans-Pacific cable before it was taken over by the Pacific Cable Board, has been able to transmit messages from Bamfield Creek, B.C., to Fanning Island, 3,478 miles, at the rate of 117 letters a minute.

The British Post Office Department has recognized the commercial value of Marconi's system of wireless telegraphy, and has removed the restriction preventing its application for commercial purposes within three miles of the shores of Great Britain and Ireland.

The maintenance of the Yukon telegraph line is a difficult matter, especially during the winter. A sleet storm, on Nov. 25, coated the wire with ice, and a succeeding wind storm caused breaks over 400 miles. The repair staffs were fully employed, but additional breaks were constantly being reported.

A long message was recently received by the Italian war vessel in Sydney harbor, N.S., by wireless telegraphy from Poldhu, Cornwall. Marconi declines to make any statement as to the progress of the work at Glace Bay, or as to the experiments made, but says he will make a full statement when everything is complete.