

creased to 272 pages, 16 pages larger than in 1903. The directory not only contains a list of the U.S. and Canadian vessels trading on the Great Lakes, with details of engines, etc., but contains illustrated articles showing new vessels, launches, wrecking experiences, etc.; lists of Admiralty decisions affecting shipping on the lakes, list of associations looking after marine and mariners' interests, and a mass of information useful to ship-owners, ship-masters, insurance brokers, and, in fact, to everyone engaged in any way in connection with the inland marine.

In connection with the vote for \$260,000 for ocean and mail services, the Minister of Commerce stated in the House of Commons July 7, that with the new turbine steamers which the Allan Line would have in service shortly a speed of 17 knots an hour would be made, which would make the time between Rimouski, Que., and Moville, Ireland, practically equal to that made by the fast lines from New York. A doubt was expressed as to whether Canada would be willing to pay nearly double the cost of the service arranged for, in order to save 15 hours on the trip, which could be done by 20-knot steamers. While the statement of the Minister that the time occupied by 17-knot steamers in steaming between Rimouski and Moville would approximate that occupied by the fast steamers going from New York, presumably to Queenstown, may be taken as correct, the question of the time occupied in transferring passengers and mails from the steamer to the railway station must not be overlooked. At Queenstown the facilities are fast and away ahead of those at Londonderry, which is about 20 miles up the river from Moville, and the tender accommodation is none of the best.

The cruiser Canada, recently launched at Barrow-in-Furness, Eng., for the Dominion Government, is nearing completion, and Capt. Knowlton with Chief Officer Milne and a partial crew, are in England to bring her out. The Canada is intended for the fishery protection service on the Atlantic coast, and is built to class A100 A1 at Lloyds, of mild steel, with a ram stem. Her principal dimensions are: length, 200 ft.; breadth, moulded, 25 ft.; depth, 14 ft. She is fitted with two decks, on the lower of which accommodation is provided, aft of machinery spaces, for the officers, engineers, doctor, dining saloon, with rooms for the warrant and petty officers. On the upper deck aft, accommodation is provided in a large steel deck-house for the captain, including dining cabin, sleeping cabin, bath, etc. Forward of the machinery spaces on the lower deck the crew have their messing and sleeping quarters, the total complement, including officers and men, being about 60. The steamer is rigged as a fore and aft schooner, having two pole masts, is heated by steam and is provided with ample ventilation. The armament consists of four pom-pom guns placed on the upper deck, two forward and two aft. The holds of the vessel are fitted out for carrying ammunition for the guns, bread and provision rooms, store rooms, fresh water, etc. Two sets of electric engines and dynamos are fitted and the vessel is fitted up throughout with electric light, including a searchlight projector of great power. The steamer is propelled by twin screws, driven by two sets of inverted vertical triple expansion engines, each set having three cylinders working on separate cranks, together capable of developing 1,600 indicated horsepower when running at full speed. Steam is supplied at a working pressure of 180 lbs. a square inch by two single-ended boilers, 12 ft. 9 in. in diameter, by 10 ft. 9 in. long, working under forced draft. The auxiliaries in the engine room consist of one duplex pump for feeding boilers; one large duplex pump for fire, bilge and wash deck services and for supplying ash ejectors, etc.

Among the Express Companies.

The Canadian Ex. Co. has placed an additional express car on the midnight train from Toronto to North Bay, Ont.

The Western Ex. Co. has opened its summer route on the steamers running between St. Ignace and Mackinac Island, Mich.

The Canadian Northern Ex. Co. has been granted a license, as an extra-provincial company, to carry on business in Ontario. R. P. Ormsby, Toronto, has been appointed attorney for the company.

The Newfoundland Ex. Co., which is a branch of the Reid Newfoundland Co., has established a news stand and parcel-checking department at the St. John's city station, in connection with its express business.

The amendment to the Dominion Railway Act, proposed by W. F. Maclean, M.P., with the object of bringing the express companies within the scope of the provisions of the Act, was defeated in the House of Commons recently.

The Dominion Ex. Co. has opened routes between Toronto and St. Catharines, Ont., on the steamers of the Niagara, St. Catharines and Toronto Navigation Co., and on the Lake Erie and Detroit River Ry. (the Buffalo Division of the Pere Marquette Rd.).

The Canadian Northern Ex. Co. opened a route on the steamers of the Northern Navigation Co. on Lake Superior, in connection with the Canadian Ex. Co., June 27, and is in a position to accept business to and from eastern points and points in Manitoba. The connecting point with the Canadian Ex. Co.'s rail service is at Sarnia, and with the Canadian Northern Ex. Co.'s rail service is at Port Arthur.

The Dominion Ex. Co. announces the following changes in the names of its offices: Manitoba—Cross Lake is now Cross; Ontario—Eagle River is now Eagle, English River is now English, Stanley is now Espanola, Hawk Lake is now Hawk, Kaministiquia is now Kam, Linkoping is now Linko, Oskondiga is now Osko, Ostersond is now Oster, Parrywood is now Parry, Shebandowan is now Sheba, Vermillion Bay is now Vermillion, West Fort William is now Westfort; Quebec—Coulouge is now Fort Coulouge, North Nation Mills is now Plaisance, St. Bazile de Portneuf is now St. Basil, St. Philippe West (Argenteuil County) is now Staynerville.

The biennial convention of the Expressmen's Mutual Benefit Association was held at Toronto, July 15 and 16, when representatives from different branches of the Association met for the purpose of discussing business matters. Satisfactory reports were presented as to membership and finances. The convention did not make any changes of consequence except to increase the amount of insurance, which may be taken by one member, to \$5,000, and to increase the limit of age for new members from 50 to 60 years. It was also decided to make arrangements whereby members may pay contributions yearly, or semi-yearly if they prefer instead of monthly. The election of officers resulted as follows:—President, E. A. Stedman, Manager Wells Fargo Ex. Co., New York; Vice-President, R. H. W. Dwight, Superintendent National Ex. Co., Boston, Mass.; Treasurer, American Ex. Co., New York; Grand Secretary, C. M. Nixon, American Ex. Co., New York. The retiring executive committee was re-elected with but few changes and two vacancies in that body were filled. Among the new members are:—W. S. Stout, President & General Manager Dominion Ex. Co., Toronto; G. F. Johnson, Superintendent Pacific Ex. Co., Little Rock, Ark.; T. T. Gould, General Agent U.S. Ex. Co., Buffalo, N.Y.; Geo. C. Taylor, General Agent American Ex. Co., Chicago, Ill. The representatives

of the Canadian & Dominion Ex. Companies in Toronto did what they could to make the visit of their brethren a pleasant one. A tally-ho drive around the city was participated in on the afternoon of the 15th, and in the evening the delegates were entertained at dinner, whilst on the 16th, the party was taken for an excursion on the bay on the str. Turbinia.

Telegraph and Cable Matters.

The G.N.W. Telegraph Co. has closed its offices at Varna and Waverly, Ont., opened a new office at Agnes, Que., and renamed its office at Kiskisink, Que., Turner's Siding.

J. Tait, heretofore local manager C.P.R. Telegraphs at Winnipeg, has been appointed Assistant Superintendent, Central and Western Divisions. Office, Winnipeg. J. W. Baker has been appointed to succeed Mr. Tait as manager of the local office.

The Canadian Northern Telegraph Co., carrying on business west of Port Arthur, Ont., under a Dominion act of incorporation has been registered in Ontario, under the provisions relating to extra-provincial companies. Its attorney is R. P. Ormsby, Toronto.

The first of the wireless telegraph stations in the Gulf of St. Lawrence for the Dominion Government is at Fame Point, and has been completed by the Marconi Wireless Telegraph Co. The Allan line str. Parisian, from Montreal for Liverpool, Eng., was the first vessel to be in communication, and messages were transmitted until the steamer was 120 miles away. The mast is 200 ft. high, and adjoining it is a dwelling for the operator, and an engine house. The plant consists of an engine and dynamo, which charges the storage battery from which the instruments are worked.

Jas. Kent, Manager C.P.R. telegraphs, in an interview at Winnipeg recently, stated that the company had now working four duplex circuits between Montreal and Winnipeg, the last one being completed in June. This last line was constructed in 1903 between North Bay and Fort William, Ont., and the current season has been extended from North Bay to Montreal and from the lake port to Winnipeg. This year the Winnipeg Board of Trade was connected directly with the Montreal Board of Trade by a through wire. A through wire was also being strung to Regina, Assa. All these are copper wires.

Jas. Kent, Manager C.P.R. Telegraphs, who has recently returned to Montreal from a visit of inspection of the line west, stated that the business on the all-British Trans-Pacific cable from Vancouver Island to Australia was showing a satisfactory increase, and that the operators were now able to get a speed of 100 letters a minute, this being 20 letters a minute more than the makers guaranteed to be made. The cable line connecting the cable station at Bamfield Creek with Alberni, along the canal, had been completed, and the land line, which was being constantly interrupted by falling trees, etc., has been abandoned.

The Dominion Parliament at its current session voted the following sums, chargeable to income account of the Public Works Department, on account of new telegraph construction. The new lines and renewals provided for are:

Deer Island, N.B., to Eastport, Me.	\$ 700
St. Peter's to Canso, N.S., and cable between Port Mulgrave and Port Hawkesbury	2,000
Bersemis to Godbout, Quebec	1,200
Repairs and increasing operating facilities on line to Godbout	200
St. Anne to Descente des Femmes, Que.	380
Murray Bay to St. Catharines Bay, Que., second wire	328
Belle Isle	1,000
Magdalene Island	600
Fox Bay and Becschie River, Anticosti	600
Pelee Island cable	1,200
Edmonton to Athabasca Landing, Alta.	1,000
Wood Mountain to Willow Bunch, Alta.	600

On account of collection of revenue \$400 was