

The Butler Freighting and Towing Co. (Ltd.) has been incorporated under the B.C. Companies' Act with a capital of \$25,000, and head offices at Vancouver, to carry on a general passenger, freight and towing business in British Columbia.

The str. Chieftain, owned by R. Cunningham, of Port Essington, is having new upper-works constructed, and is being generally overhauled and refitted at Vancouver. The Chieftain is 87 ft. long, of 30 tons register, and is fitted with engines developing 22 h.p.

As the result of the investigation into the loss of the str. Clallam, while on a voyage from Victoria, B.C., to Seattle, Wash., the certificate of the engineer, S. A. de Launey, has been revoked, and that of the master, G. Roberts, has been suspended for twelve months.

The str. Hamlin, recently trading between Vancouver and Chilliwack, has been sold by order of the Admiralty Court at Victoria, to satisfy claims for wages amounting to \$1,400. The steamer realized \$2,500, being sold to T. J. Kirkham & Co. It is proposed to utilize a portion of the machinery on a tug which the firm is building at Port Moody, and to use the steamer on the Fraser River.

The Dominion Government has issued an order directing that goods of Canadian origin cannot be shipped in bond on U.S. vessels, at Vancouver, Victoria, or other B.C. ports, for shipment to Dawson and other points in the Yukon Territory via St. Michaels and the Lower Yukon. If such goods are so shipped a certificate of origin will not be given, and at Dawson they will be treated as foreign imports and duty will be collected thereon. During 1903 the shipment of Canadian goods from Vancouver to Dawson, via the Lower Yukon, totalled 6,460 tons.

The new ferry steamer for the North Vancouver Ferry and Power Co., which was built at the Polson Iron Works, Toronto, was shipped to Vancouver, B.C., Mar. 1. It is expected that the steamer will be completed and ready for the service early in May. The sections are being put together at Vancouver. The steamer is of composite construction, the frames being of steel, and the sheathing of B.C. pine 3½ in. by 4 in. thick. Her dimensions are: length, over all, 148 ft.; length, moulded water line, 125 ft.; breadth, 28 ft.; depth at centre, 12 ft. 9½ in.; depth of hold, 11 ft. 6½ in.; draft, ready for service, 6 ft. 3 in.; free board, amidships, 6 ft. 6½ in.; displacement in salt water, 310 tons. The hull is divided into five water-tight compartments by bulkheads placed one near either end of the vessel, and one on either side of the machinery space. The steamer is a double-ender, having a propeller at each end, which will be driven by a fore and aft compound engine, cylinders 14 in. and 28 in. diameter by 20 in. stroke, indicating 325 h.p. Steam will be supplied by two Scotch type steel boilers, 10 ft. long by 7 ft. 6 in. diameter, carrying steam at 150 lbs. pressure. There will be two furnaces to each boiler, the total grate surface being 50 sq. ft. This equipment will give a speed of 10 miles an hour. The fuel used will be B.C. coal, and the bunkers will have a capacity for 25 tons. The steamer will be fitted with a complete electric lighting plant, with 100 arc lights and two searchlights. The ferry will have accommodation for 600 passengers, and will be operated from North Vancouver across Burrard Inlet, about 2¼ miles. A. St. G. Hamersley is Manager of the Company for which the ferry was constructed. Plans are given on page 139.

A proposal is under consideration for running a line of steamers from Canada to Mexico. It was discussed with the Mexican authorities recently by Sir Wm. Mulock.

The C.P.R. str. Lake Michigan went ashore recently in the English channel after a collision, and was considerably injured.

The cruiser under construction for the Dominion Government at Barrow-in-Furness, Eng., will be named the Canada, and is expected to be completed by July 1.

The C.P.R. has appealed against the decision of the Shanghai Admiralty Court awarding the Chinese Government £90,000 damages on account of the sinking of a Chinese warship by the Empress of India, Aug. 8, 1903.

The C.P.R. str. Montezuma inaugurated a passenger service from Antwerp to Montreal, Mar. 22. A freight service was carried on during the winter to Halifax, N.S., fortnightly, but the passenger service during the summer will be a 10-day one.

A committee of the U.S. Congress has recommended that a U.S. registry be given to the str. Myra owned by F. W. Gilchrist, Alpena, Mich. The Myra was formerly owned by the Dominion Coal Co., and was wrecked off Yarmouth, N.S., in 1902. J. Reid, of Sarnia, Ont., undertook the salvage after the vessel had been abandoned, and succeeded in getting her afloat at a cost of \$51,000. The owners were paid \$50,000 for the vessel, and \$84,000 has been expended on repairs in U.S. yards.

Among the Express Companies.

The Dominion Ex. Co. has closed its offices at Seventy-Seven, Alta.; Coal Creek, B.C.; Little Pembina, Man., and Grindley, Sask.

The Western Ex. Co. has opened offices at Blaney Jct. (formerly called Gridley), Mich., and Hillsdale, Wis.; and has closed its office at Moselle, N.D.

The Dominion Ex. Co. has extended its route on the Ottawa, Northern and Western Ry., from Gracefield to Maniwaki, Que., and has opened an office at Maniwaki.

J. G. Ross, C.P.R. agent at Bothwell, Ont., has been appointed Agent for the Dominion Ex. Co. at St. Thomas, Ont., succeeding A. E. Berube, transferred to London, Ont.

H. P. Sharpe, heretofore agent Dominion Ex. Co. at London, Ont., has been appointed General Agent at Toronto, succeeding W. Walsh, appointed Assistant to the General Manager.

C. E. Huggett, express messenger on the New York and Ottawa Rd., the U.S. extension of the Ottawa and New York Ry., has been fined \$1,000 for smuggling furs into the U.S. from Canadian points.

The Canadian Northern Ex. Co. has issued, in conjunction with the Canadian Northern Telegraph Co., joint circular no. 1. Offices have been re-opened at Fairfax, Margaret, Rosebank, Mintonas, Steinbach and Eden.

The various express companies announce special rates to St. Louis, Mo., for exhibits intended for the Louisiana Purchase Exposition. Exhibits will not be received after May 1. The rate to be charged is 50c. per 100 lbs. in addition to the rate to St. Louis.

A deputation representing the fruit growers of the Niagara peninsula went to Ottawa Mar. 17, to ask the Minister of Railways to arrange that the Dominion Ex. Co. be given operating privileges over the Intercolonial Ry. The fruit growers claimed that their trade with Nova Scotia was greatly handicapped by reason of the fact that it had to be handled by two companies. Large quantities of the fruit were consigned by the Dominion Ex. Co. over the Hamilton, Grimsby and Beamsville Electric Ry., and had to be handed at Montreal to the Canadian Ex. Co., which had an exclusive right on the I.C.R. One of the delegates stated that he sent over 1,000 cars of fruits to the Eastern Provinces

in 1903. The Minister of Railways, in replying, stated that the agreement giving the express service on the I.C.R. exclusively to the Canadian Ex. Co. would expire in Dec., and meantime he would give the matter consideration.

Telegraph and Cable Matters.

The Montreal Telegraph Co.'s directors at a recent meeting passed a resolution expressing regret at the death of Jesse Joseph, who had been a director from 1887 until his death, in Feb.

Contracts have been let for the poles for the extension of the Dominion Government telegraph line from Edmonton to Athabasca Landing, Alta., to be delivered by May 1. The line is to be completed during the summer.

An Order in Council has been passed approving of the lease of the Government telegraph lines on Vancouver island to the North Pacific Telegraph Co. The Company assumes the cost of maintenance, about \$5,000 a year, and will pay an annual rental.

The North American Telegraph Co. will apply at the current session of the Dominion Parliament for an act authorizing it to increase its capital stock, and to acquire by lease or purchase the charter rights of other companies. W. Bampfild, Kingston, Ont., is Secretary.

The Halifax and Southwestern Ry. recently asked for tenders for the construction of 70 miles of telegraph line between Halifax and Mahone, N.S., and 30 miles of line between Bridgewater and Liverpool, N.S. All the material will be supplied by the Company. W. H. Grant, Bridgewater, is Manager of Construction.

The Western Union Telegraph Co. commenced Mar. 1, to receive prepaid messages from any point on its system or connecting lines for transmission by Marconi wireless telegraphy to transatlantic steamships, either by Sagaponack or Babylon, N.Y., at a charge of \$2 and 12c., exclusive of address, in addition to the ordinary rate. There are 32 steamships equipped with the system for which messages will be received and transmitted.

A company with the title of The Mackay Companies has been organized as an investment trust to safeguard, upon an even basis with the interests of C. H. Mackay, the companies founded by the late J. W. Mackay. In connection with the company, there has been authorized for exchange for the \$15,000,000 of outstanding stock of the Commercial Cable Co. \$30,000,000 par value of the new Company's 4% preferred shares, and a like amount of its common stock.

The city of Montreal will apply at the current session of the Dominion Parliament for power among other things to construct a system of underground conduits, and to compel all persons or companies now using poles to carry wires or cables for electric light, telegraph, telephone, or power purposes, to place such wires and cables in the city conduit, and to remove the poles from the streets. The rates for the use of the same are to be fixed by bylaw, and power is asked to negotiate a loan for the construction of the conduits.

The report of the Commercial Cable Co. for 1903, shows gross receipts of \$11,025,634, against \$10,208,292 in 1902, and net earnings of \$2,508,526, an increase of \$129,853. With the surplus carried over from 1902 the total was \$2,656,055, out of which were paid interest on bonds \$800,000, and dividends \$1,200,000. Of the balance, \$350,000 was placed in the reserve fund, and \$150,000 added to the funds for insurance of stations and apparatus, and steamer repairs. The balance of income carried forward was \$156,055. The total reserve fund at the end of 1903 was \$5,372,520, and insurance fund \$1,020,862.