

engine and 21 nominal horse-power compound engine, shall be subject to the requirements of this act." Words were also to be added bringing yachts and tug boats of that horse-power and over under the provisions of the act respecting qualifications of engineers. It was also provided that fourth-class engineers might act as chief engineers on tugs or assistant engineers on passenger steamboats under 100 nominal horse-power, and that any engineer now in charge of a tug boat certificate on furnishing testimony as to character and proof of 24 months' service as engineer on a tug boat. The proposed arrangement met with opposition from the members of the committee from the Maritime Provinces, and the whole question was adjourned for the purpose of obtaining further information.

Steamboat Inspection Taxes. An Order-in-Council was passed Feb. 14, abolishing the steamboat inspection tax upon U.S. steamboats plying to and from Canada from and after April 1, and instructions have been issued to the collectors of customs throughout the Dominion authorizing them to cease to collect the inspection tax heretofore imposed. U.S. steamers plying to and from Canada will, however, be subject to the Canadian steamboat inspection as heretofore, but without charge. The Dominion Government having abolished the steamboat inspection tax on U.S. steamers coming to Canada, it is expected that the U.S. Department of Labor and Commerce will at once abolish the U.S. tax imposed on Canadian steamers trading to and from the United States, as it is authorized to do by Act of Congress.

Huntsville, Lake of Bays and Lake Simcoe Navigation Co.—The adjourned annual meeting was held in Toronto recently. The report presented has not been made public, but we are advised by the management that it showed increased freight and passenger earnings for the season of 1904, no increase in the operating expenses, and considerable improvement in the equipment. The report was adopted and the directors were authorized to provide a new passenger steamer for the Lake of Bays at an estimated cost of from \$18,000 to \$20,000. The proposed new steamer will be 120 ft. long, with a width of 23 ft., and will be provided with ample dining-room and stateroom accommodation. Following are the officers and directors for the current year: President, Dr. J. H. Webb, Waterloo, Ont.; Vice-President, W. H. Patton, Toronto; General Manager and Secretary-Treasurer, W. Duperow, Huntsville, Ont.; other directors: E. J. B. Duncan, Toronto; and Capt. F. Marsh Huntsville.

The official trial trip of the Allan Line turbine str. Victoria, at Belfast, Ireland, Mar. 4, was reported to be satisfactory. The steamer left Liverpool for Halifax, N.S., and St. John, N.B., Mar. 23.

The announcement has been made that the C.P.R. Upper Lake steamers will call at Sault Ste. Marie, Ont., as well as at Sault Ste. Marie, Mich., which heretofore has been the only calling place between Owen Sound and Port Arthur, Ont.

J. P. Mabee, K.C., is to be chairman of the Canadian Section of the International Waterways Commission. The first meeting of the section was held at Ottawa, Mar. 6, when preliminary were arranged and a programme laid down as to what should be accomplished prior to a meeting with the U.S. section of the Commission. It is expected to arrange for a first joint meeting either at Buffalo, N.Y., or Detroit, Mich., at an early date.

The Dominion Government has entered into a contract with the Allan Steamship Co. by which it will guarantee a line of steamers

between Canada and France. The Canadian ports will be Montreal and Quebec in summer and St. John, N.B., or Halifax, N.S., in winter, the French port to be either Cherbourg or Havre, at the option of the company. Four steamers will be placed on the line and not less than 18 round trips are to be made in the year. The contract extends for three years.

The new Canadian rules for the navigation of the Great Lakes, including Georgian Bay, their connecting and tributary waters, and the St. Lawrence River as far east as the lower exit of the Lachine Canal and the Victoria Bridge at Montreal, have been issued by the Department of Marine. A notice to mariners has been issued stating that the new rules come into effect April 1, and that copies can be obtained by all interested on application to the Department at Ottawa, at the Custom House, Montreal, or from the Collectors of Customs at the principal ports on the Great Lakes. A statement showing the principal changes from the old rules appeared in our March issue. The new rules are put in force by Order-in-Council, under the provisions of an Act of 1904, amending Chap. 79 of the Revised Statutes in that way. The rules contained in Chap. 79 remain in force on all waters in Canada, except those specifically mentioned in the new rules. The reason for retaining the old rules in the waters, other than those covered by the new rules, was that it was considered unwise to change the customs of navigation on waters where Canadian vessels did not come into contact with U.S. vessels.

Among the Express Companies.

The Canadian Northern Ex. Co. has opened offices at Holmfild, Melfort, Roblin and Wakopa.

The Canadian Ex. Co. has closed its offices at Amherstburg, Ont.; Rougemont, St. Marie Salomee, St. Norbert, Que.; and Canaan, N.B.

J. C. Cummings has been transferred from the Quebec to the Montreal office of the Dominion Ex. Co., and was given a hearty send-off by his friends at Quebec, Mar. 3.

The proposal made by W. F. Maclean, that the express companies should be brought under the provisions of the Railway Act, has again been defeated in the House of Commons.

The Canadian Northern Ex. Co. is now operating on the Oak Point section of the Canadian Northern Ry., including the following points:—Grosse Isle, Woodlands, Lake Frances, St. Laurent, Oak Point, Man.

The Canadian Ex. Co. has opened offices at Port Carling, Ont.; Salmon Lake, Que.; and St. Anthony, N.B. During the winter season express matter to Port Carling is subject to a stage charge from Falkenberg, Ont.

As work progresses on the Greenway extension of the Canadian Northern Ry., the Canadian Northern Ex. Co. is installing its service, covering the following points:—Glenora, Neelin, Louise, Holmfild, Enterprise, Lena, Wakopa.

The Canadian Northern Ex. Co. has placed its service on the Prince Albert section of the Canadian Northern Ry., accepting matter for Etomami, Greenbush, Prairie River, Bannock, Mistatim, Peesane, Crooked River, Tisdale, Star City, Wentworth and Melfort.

We are advised that the Canadian Ex. Co. will commence operating over the Prince Edward Island Ry. upon the opening of navigation, and that the additional territory will be operated from St. John, N.B. Offices will be opened at the principal places on the line, but just where they will be located had not been determined.

The main line of the Canadian Northern Ry. being now in full operation to Humboldt, 425 miles west of Winnipeg, the Canadian Northern Ex. Co. is accepting shipments for Veregin, Mikado, Canora, Tiny, Buchanan, Rama, Invermay, Margo, Kuroki, Kylemore, Wadena, Paseweg, Englefeldt, Lally, Wimmer, Watson, Clairvaux, St. Gregor, Muenster and Humboldt.

The Great Northern Ex. Co., which has a capital of \$1,000,000 and head offices at St. Paul, Minn., has been registered in British Columbia as an extra-provincial company. The offices in British Columbia are at Rossland, and A. H. MacNeill is the company's attorney. The Great Northern Ex. Co. operates over the lines in British Columbia controlled by the Great Northern Ry., U.S.

"The express business of to-day is a separate and distinct branch of the commercial traffic of railway and other transportation lines, and constitutes that part of the merchandise traffic of the country which the railroad companies have found it inexpedient to handle to the satisfaction either of the public or of themselves. This business does not, as it is sometimes erroneously believed, consist alone of the parcel traffic and of shipments of money and valuables and of packages and boxes of inconsiderable weight, but it embraces that part of the shipments of nearly every weight and description for which producers, merchants, manufacturers or dealers require especially expedited transportation and a complete and effective agency and custody. Its transactions are not confined to local or prescribed territory."—Railway World.

Telegraph and Cable Matters.

The C.P.R. Telegraph Department has opened a town telegraph office in Saskatoon, Sask.

Residents in the vicinity of Saskatoon, Sask., state that the service on the Government telegraph line is not satisfactory.

We are advised that the C.P.R. Telegraph Department expects to extend its line to Yarmouth, N.S., some time, but that nothing definite has been yet done in regard to it.

The Canadian Northern Telegraph Co. has opened offices at Canora, Fork River, Humboldt, Holmfild, Invermay, Mafeking, Melfort, Neelin, Roblin, St. Laurent, Sanford, Wakopa, Wadena, and Watson.

The C.P.R. Telegraph Department has completed arrangements for carrying underground the wires from its present terminus at Little St. Antoine St., Montreal, to Windsor St., as soon as possible in the spring.

The Canadian Northern Telegraph Co. is pushing its construction work westward. Communication is now established with an office at the second crossing of the North Saskatchewan river, over 500 miles west of Winnipeg.

The Pacific Wireless Telegraph Co. has opened a station at Victoria, B.C. The present mainland station is at Seattle, Wash., but it is expected to arrange for the establishment of one at Vancouver, B.C., at an early date.

The thickly settled district through which the Oak Point section of the Canadian Northern Ry. is built now has a telegraph service given it by the Canadian Northern Telegraph Co., which has opened a commercial office at St. Laurent.

The Marconi Wireless Telegraph Co.'s officers state that the Canadian station is superior to that at Poldhu, Cornwall, Eng., which accounts for the fact that the service between Canada and England is more satisfactory than that from England to Canada.

The C.P.R. telegraphers on the western lines recently sent representatives to Winnipeg, to discuss wages and other matters with