

No alterations were made in the rates, and it was stated that the same steamers would be run as in 1904.

The Victoria, B.C., Board of Trade is urging the necessity of increasing the dry dock accommodation on the coast. The limited dimensions of the present dock are held to militate against the shipping interests of the port, and the construction of a larger dock is urged. It is also suggested that the dock at Esquimalt be enlarged, and a resolution has been passed asking the Dominion Government to take steps to have the work done.

A special sitting of the Supreme Court was held at Ottawa, Feb. 21, at which a number of points in connection with the act respecting ferries were argued, under a reference from the Government.

The Australian Government has declined to pay £140,000 a year for carrying mails to Great Britain, and it is understood that negotiations are to be opened with the Dominion Government for the conveyance of the mails via Vancouver, B.C.

The total number of casualties to British and Canadian seagoing vessels in Canadian waters for the year ended June 30, 1904, was 192, representing a tonnage of 81,143 tons register, with a total loss of \$489,699. The number of lives lost was nine. The number of casualties to inland vessels in the same period was slight and unimportant.

A bill has been introduced in the Senate at Washington, U.S.A., providing that no merchandise shall be transported by water from one port of the United States to another,

either directly or by way of a foreign port, or for any part of the voyage, in any other than a U.S. vessel. It also provides that the measure shall not apply to foreign vessels carrying merchandise on the Yukon River and its tributaries.

While according to the last list of shipping issued by the Department of Marine, the M.S. Dollar of Victoria, B.C., 4,216 tons gross, was the largest steamer borne on the Canadian register, the new list, dated Dec. 31, 1904, but not yet issued, will contain the registration of the Richelieu and Ontario Navigation Co.'s str. Montreal, having a gross tonnage of 4,282.23 tons, thus making her the largest steamer borne on the Canadian register. The Montreal was built and owned in Canada, whereas the M. S. Dollar was built in Great Britain, and is owned in the U.S.

The total number of light stations, light-ships and fog alarm stations in the Dominion on June 30, 1904, was 796, and of lights shown 996; the number of steam whistles, fog horns, bells and guns, 99; the number of light-keepers and engineers of fog alarms with masters of lightships was 783. There are about 4,300 buoys, marking shoals, reefs, and other dangers to navigation. In addition to these buoys there are maintained 106 gas buoys, showing, in general, occulting lights. There are 27 life-saving stations in the Dominion.

The officers of the Association of Passenger Steamboat Lines, which was formed at Buffalo, N.Y., recently are: Chairman, G.A. White, Assistant General Manager, Hudson River Day Line, New York; Secretary and

Treasurer, W. F. Herman, General Passenger Agent, Cleveland and Buffalo Transit Co., Cleveland, Ohio; Executive Committee: T. F. Newman, General Manager C. and B.T. Co., Cleveland, Ohio, chairman; C. F. Gildersleeve, President Lake Ontario and Bay of Quinte Steamboat Co., Kingston, Ont.; J. C. Evans, Western Manager, Erie and Western Transportation Co., Buffalo, N.Y.; F. C. Cruger, Manager Northern Steamship Co.; B. W. Parker, General Manager White Star Line, Detroit, Mich.; F. C. Reynolds, Traffic Manager Pere Marquette Line of Steamers, Milwaukee, Wis.; A. Fletcher, Vice-President People's Line Steamers, New York.

A bill is before the House of Commons providing for making some changes in the regulations respecting the qualifications of masters and mates, and the granting of certificates to them. It is proposed that no person shall be entitled to present himself for examination for master until he has obtained a certificate of competency as mate, and has served as such for at least twelve months; and that no person shall be entitled to present himself for examination as mate until he has served as wheelman for two years. There are some other minor alterations, one of which provides for the cancellation of the certificate of any master or mate who renounces his allegiance to the British Crown. In connection with the appointment of examiner of masters and mates, it is proposed to provide that no person shall be appointed an examiner in respect of masters and mates of ships trading on inland waters unless he himself is a competent lake navigator and has a certificate to that effect.

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