

Wm. Cross, Toronto; C. E. McNaughton, Montreal; L. R. Voligay, Ottawa; R. R. Bell, Victoria, B.C.; A. C. McDougall, Ottawa; Geo. L. Griffith, Kingston, Ont.; and A. Robert, Ottawa. First assistant section engineers—E. A. Forward, Iroquois, Ont.; A. J. McDougall, Cornwall, Ont.; J. H. Armstrong, St. Catharines, Ont.; C. R. Coutlee, New Glasgow, N.S.; A. L. Ghysens, Montreal; G. T. Jennings, Toronto; R. H. Barrett, Pembroke, Ont. Second assistants to sectional engineers—C. H. Mathewson, London, Ont.; E. H. Pense, Kingston, Ont.; A. Bisch, Westmount, Montreal; S. Ouimet, St. Rose, Que.; F. R. Smith, Chatham, Ont.; E. G. Goodspeed, Pennac, N.B.; P. Davis, Windsor, Ont.; Henry Robertson, Montmagny, Que.; Edgar Miles, Fredericton, N.B.

Manitoba and Northwest Territories.

"Warehouse No. 4" of the Hudson's Bay Co., on the banks of the Assiniboine River at Winnipeg, has been levelled with the ground. It was erected for the accommodation of the steamboat trade on the Red and Assiniboine rivers in 1871.

A small pleasure steamer for use on the Saskatchewan River has been built at Edmonton, Alta., for J. A. McDougall. Her dimensions are: length, 56 ft. keel; 60 ft. over all; breadth, 8 ft. 4 in.; with a draught of eight inches. She is a side-wheeler, and has engines of 12 h.p.

The Dominion Government str. Arctic sailed from Quebec Sept. 19 for Hudson's Bay, under the command of Capt. Bernier as sailing master. Major Moodie, of the N.W.M. Police, who is invested with considerable powers by the Government, being in charge of the expedition. The object of the expedition is to relieve the Neptune, which has now been about two years out, to continue the work of exploration in the northern seas, and to uphold Canadian authority there.

B.C. and Pacific Coast Shipping.

At the annual meeting of the Western Steamboat Co., held at New Westminster, B.C., Sept. 9, satisfactory reports were presented.

The Great Northern Ry., U.S., has decided to make Victoria, B.C., a port of call for its line of steamers sailing from Seattle, Wash., to China and Japan.

The Dominion Government is having constructed at Victoria, B.C., a snagboat for the Fraser River. Her dimensions will be: length, 115 ft.; breadth, 30 ft.; depth of hold, 7 ft.

There is a mirage almost daily off Cape Flattery, B.C., and tug captains state that it assists in discovering the presence of inbound ships, thereby enabling them to get out to their aid before the ordinary signal for a tug could be seen.

The Minister of Marine during his recent visit to the Pacific Coast, is reported to have stated at Vancouver, B.C., that a large dredge was to be constructed for use in the harbor there, and that the Imperial survey steamer Egeria had been transferred to the Dominion Government for survey work on the Pacific coast.

The Hazel Dollar Steamship Co. (Ltd.) has been incorporated under the B.C. Companies' Act, with a capital of \$200,000, to purchase the Hazel Dollar, a steamship now under construction at Glasgow, Scotland, and to engage in a general shipping business. The Dollar Line trades from U.S. ports to China and Japan, but its vessels are registered in B.C. ports.

The provisional directors of the G.T. Pacific Ry. recently made a tour of the ports on the Pacific coast available for the new line,

proceeding from Vancouver to Port Simpson, B.C., on the Dominion Government str. Quadra. On running into Victoria on the return journey the steamer struck on a rock and was fast for six hours before the rising tide floated her off. The party made a trip up the Skeena River on the Hudson's Bay Co.'s str. Mount Royal.

A list of the steamers trading on the inland waters of British Columbia, and which make Nelson their home port, recently published, shows the following to be engaged in the trade: C.P.R. steamers—Kokanee, Moyie, Nelson (emergency steamer), Ymir and Valhalla, on Kootenay Lake; Slocan and Sandon on Slocan Lake; Victoria and Proctor on Trout Lake; Aberdeen and York on Okanagan Lake; Rossland, Kootenay, Minto and Columbia on Columbia River and Arrow Lake. The Great Northern Ry., U.S., has one steamer, the Kaslo, in operation between Nelson, Kaslo and Bonner's Ferry, and has several other steamers and tugs lying idle at Kaslo.

The Dominion Government has labelled the Lake Simcoe, a steamer operated by the Canadian Steamship Lines (Ltd.), between European ports and Montreal, \$26,000 for allowing 26 Syrians, ordered to be deported, to escape.

L. Lacoste has returned to Montreal from England where he had been for the purpose of interesting the marine people there in his ship brake. The brake was explained by the inventor at a meeting of underwriters, engineers and shipowners in London.

The Dominion Government has granted permission for the steamships of the Canadian-Australian line to call at Fanning Island, the mid-ocean station of the All-British Pacific cable. The company's steamers will make a call at the island every other month.

A report has been presented to the State Engineer of New York on the type of barge best adapted to the proposed 1,000-ton barge canal to give connection between Buffalo and the Hudson River. The designs show a barge 150 ft. long, 27 ft. wide, and having a draught of 10 ft. Such a barge will carry 1,200 tons of grain in the midship section, and provide accommodation for the crew in a deckhouse.

An order-in-council has been passed enabling steamship and railway companies engaged in transporting Chinamen from one point to another outside the Dominion through Canadian territory to put up bonds as security for the payment of the capitation tax for each Chinaman carried. Hitherto the companies have had to put up the \$500 capitation tax in cash. The C.P.R. is the company mainly interested.

The C.P.R. annual report says that two 18-knot steamers are to be constructed for the company's Atlantic lines. It is also stated that the vessels are to be constructed on such lines as will make them suitable for being transferred to the Pacific ocean, when the extension of the trade there warrants it, when they will be replaced by larger vessels on the Atlantic. The contracts will, it is expected, be signed after the annual meeting Oct. 5, and the vessels will be ready for service by the end of 1905.

A contract has been let by the Dominion Government to A. Weir & Co., Glasgow, Scotland, to put on a steamship service between Vancouver, B.C., and ports on the Pacific coast of Mexico. The subsidy is \$100,000 a year, one-half of which will be paid by Mexico. The service will be inaugurated early in 1905. The proposal for a service between Canada and Mexican ports on the Atlantic has not been taken up by the shipping men, but negotiations are in progress between the Governments as to the amount of the subsidy to be offered.

Among the Express Companies.

The Western Ex. Co. has closed the Hancock and Arcadian stage route.

A building is being erected at Quebec city in which the Dominion Ex. Co. will have its offices.

Among the miscellaneous securities held by the C.P.R. Co. is Dominion Ex. Co. stock, valued at \$113,750.

The Dominion Ex. Co. has opened an office at Temagami, Ont., on the Temiskaming and Northern Ontario Ry.

F. H. Hackett, route agent Canadian Ex. Co., Montreal, was killed in a collision on the G.T.R., near Richmond, Que., Aug. 31.

The Western Ex. Co. has extended its route on the Minneapolis, St. Paul and Sault Ste. Marie Ry., from Glenwood to Mahomen, Minn., from Bismarck to Underwood, N.D., and from Ashley to Pollock, S.D.

E. T. Hogle, son of the late E. A. Hogle, General Superintendent U.S. Ex. Co., Cleveland, Ohio, has entered the service of the Dominion Ex. Co. as messenger on the C.P.R. lines between Nelson and Midway, B.C.

Telegraph and Cable Matters.

The Commercial Cable Co. has declared a quarterly dividend of 2% payable Oct. 1.

The Canada Atlantic Ry. Co.'s telegraph office in Parry Sound, Ont., has been closed.

The G.N.W. Telegraph Co. has closed its offices at Brechin, Ont., and Perthuis, Que., and has re-opened its office at Kiskisink, Que.

Signor Marconi reached Glace Bay, N.S., Sept. 24, and will remain there for some time in connection with the operation of the wireless telegraph station.

The U.S. cable connecting Seattle, Wash., and Sitka, Alaska, was finally completed Aug. 28, when the Seattle shore end was picked up and spliced to the main cable.

L. B. McFarland, Superintendent Bell Telephone Co., Montreal, was elected a member of the executive committee of the Old Time Telegraphers' Association at the convention Atlanta, Ga., Sept. 20.

The C.P.R. Telegraph Department has completed a new pole line between Slocan City and New Denver, B.C., on a right-of-way about 30 ft. wide. Previous to this the wire was strung on trees.

The C.P.R. Telegraph Department has secured the lease of two stores on James St., Hamilton, Ont., for office purposes, its present offices being required for the extension of the Bank of Hamilton building.

Owing to the completion of the U.S. Alaska cable the G.N.W. Telegraph Co. has announced the following reductions in rates from Vancouver, B.C., on a 10 word basis: to Sitka, \$1.90; to Juneau, \$2.15; to Hain's Mission and Skagway, \$2.40.

The C.P.R. Telegraph Department is about to string copper wires between Rossland and Castlegar, B.C., to replace the present iron wires, which are being constantly eaten away by the corrosive action of the fumes from the Trail smelter.

Sir Sandford Fleming, who has been appointed to represent New Zealand at the all-British Trans-Pacific Cable Congress to be held in London, Eng., in Nov., recently visited Bampfield Creek, Vancouver Island, where the cable is brought ashore, to see the station there and acquire information as to the operation of the cable.

The G.N.W. Telegraph Co. has been ordered to pay \$60 damages and costs for cutting shade trees on the streets of Tillsonburg, Ont. E. C. Jackson, Manager of the Traders' Bank, was the plaintiff in the action, in which it was held that the cutting of the trees was unnecessary, and that the company was guilty of negligence in cutting them.