

platform and level deck to the vessel on the cradle, just as if she were in the water. The draught of water aft is 20 ft. and forward 16 ft. The underwork of the cradle is of structural steel, the logs and deck of timbers. The cradle is fitted with patent release bilge blocks, worked from the dock platform with chain and winch. The cradle has a dead-weight capacity of 3,000 tons. It is hauled up by quadruple chains equalized. The power is supplied by a multiplication of heavy gears driven by a pair of 14x18 engines of the latest and most improved pattern.

At the annual meeting of the Manchester Liners (Ltd.), trading between Canadian ports and Manchester, Eng., Sir C. Furness, the chairman, stated that during the year the company lost £20,000, whilst another company lost £253,000. These losses were

cept what is absolutely necessary to come through that harbor.

The Dominion Government cruiser Canada, recently built in England, reached Quebec Sept. 30. Her officers are: Captain, C. T. Knowlton; chief officer, W. J. Millan; chief engineer, D. M. A. Mooney; second engineer, M. Henderson; third engineer, W. Brown; engineer in charge for the builders during guarantee period, F. C. Raby. The steamer will be used for the fisheries protection service on the Atlantic coast except during a short period in the winter, when she will be the depot ship for training the naval reserve.

The Canadian Lines chartered str. Lake Simcoe, in addition to being libelled by the Dominion Government, was seized by the Inverness Ry. and Coal Co. for \$5,437, for bunker coal supplied, and by a London, Eng., firm for \$3,718 for supplies. The necessary

The Great Northern (U.S.) Ex. Co. has opened an office at Swinton (Morrissey), B.C., on the Crow's Nest Southern Ry.

Winter rates on the routes of the Alaska Pacific Ex. Co. went into force Oct. 5, on the closing of navigation on the Yukon River.

The Dominion Ex. Co. has extended its service on the Pheasant Hills branch of the C.P.R. between Esterhazy and Lipton, Assa.

The express service operated on its electric line by the Levis County Ry., is reported to be proving a success. Two deliveries a day each way are made.

The Dominion Ex. Co. has opened offices at Abernethy, Balcarres, Dubec, Grayson, Killaly, Lipton, Lemberg, Neudorf, Patrick and Stockholm, Assa.

The Western Ex. Co. has extended its route on the Minneapolis, St. Paul and Sault



HUDSON BAY CO.'S STEAMER SASKATCHEWAN, RECENTLY BUILT AT PRINCE ALBERT FOR THE SASKATCHEWAN TRADE.

caused largely by the competition in the North Atlantic trade.

The first of the ice-breaking steamers built at Paisley, Scotland, for the Dominion Government, reached Quebec, Oct. 24. She will be used on the St. Lawrence between Montreal and Quebec. The second and larger steamer, to be used on the river from Quebec and in the Gulf of St. Lawrence, was launched at Paisley Oct. 8, and is expected to be ready to leave Scotland Nov. 15.

The International Mercantile Marine Co. is paying \$500,000 a year for rental of piers, etc., at New York, and this amount is shortly to be increased to about \$1,000,000. Competing ports are offering free, many of the pier and wharfage privileges which New York charges for, and the company will, it is said, cut out New York for all business ex-

curities were given in each case and the steamer was released Sept. 29, sailing for England a few days thereafter. The proceedings instituted by the Minister of the Interior to recover \$26,000 for permitting the escape of Syrian immigrants ordered to be deported, were opposed by the ship, and the opposition was upheld by the court on the ground that the Minister was the wrong person to sue. Another action will be taken in the name of the Attorney-General.

Among the Express Companies.

The Canadian Ex. Co. has opened offices at Fesserton, Ont., and Pierreville, Que.

The Canadian Ex. Co. is operating a route on the Quebec Southern Ry. between St. Lambert and Pierreville, Que.

Ste. Marie Ry., between Mahnomen and Thief River Falls, Minn.

The Canadian Northern Express Co. has adopted as a standard sign for its offices, bright orange ground with black letters. The signs, which are of enameled iron, are supplied by the Acton Burrows Co., Toronto.

An Ottawa furrier has entered an action against the Canadian Ex. Co. to recover \$142.88, the value of furs sent C.O.D. to the U.S. As the National Ex. Co., of New York, received the goods from the Canadian Ex. Co., the case was adjourned in order that it may be joined.

The executive board of the Toronto branch of the Canadian Manufacturers' Association passed a resolution, Oct. 13, asking the Dominion Government to amend the Railway Act so as to place express com-