

barrels of cement having been required—and is to be operated by a hydraulic ram. The lock has a lift of 65 ft., thus making it the largest of its kind in the world. Similar locks, though not with such a big lift, are being constructed on other sections of the canal. The iron and steel work, the contract for which has been let to the Dominion Bridge Works, Montreal, will be placed, and the lock will be in operation next year.

The annual agitation for the suspension of the coasting regulations so as to permit U.S. vessels to carry grain from Fort William and Port Arthur to other Canadian ports has been set going by interested persons. It will be remembered that last year the Government refused to consider the matter at all, and that experience showed that cargoes could not be found at Fort William for the vessels offering. This year the tonnage available has already been increased by the four turret steamers with a capacity of 110,000 bush. each, the barge Agawa, 228,000 bush., and the Tadenac, with a capacity of 110,000 bush., is expected to be able to make several trips; so that Canadian vessels can easily handle some millions of bushels more than last year. A. G. Thompson, of Montreal, says that the real trouble is the lack of elevator and other terminal facilities at Montreal and Georgian bay ports. While the Canadian fleet could easily handle 15,000,000 bush. by the close of navigation, the elevators on Georgian bay and Montreal could not care for more than 5,000,000 bush., consequently the other 10,000,000 bush. would have to be carried out via Buffalo or some other U.S. port. Other shipowners express the opinion that there is more Canadian tonnage than will be required, and that additional vessels will be built as fast as they are needed for the trade.

B.C. and Pacific Coast Shipping.

The Pacific Steam Navigation Co. has decided to abandon its service to Victoria and Vancouver, from San Francisco.

The C.P.R. Co.'s str. Swatska, built during the early rush to the Yukon, and which has been lying unused for some time below Lulu island bridge, is reported sold to U.S. owners.

The C.P. Navigation Co.'s str. Queen City will leave Victoria, B.C., for Ahouset and way ports Nov. 1, for Cape Scott and way ports on Nov. 10, and for Quatsino and way ports on Nov. 20, and the 1st, 10th and 20th of each succeeding month until further notice.

Col. Anderson, Chief Engineer of the Department of Marine, on his recent visit to the Pacific coast, made a number of inspections in connection with the hydrographic and tidal survey work, and will recommend the placing of tidal gauges at Bamfield Creek, and at either Nanaimo or Port Simpson. There are gauges at Esquimalt and the Sand Heads.

P. E. Mercier, C.E., who has had charge of the improvement works on the Yukon river, says that the new channel is giving satisfaction, and that by the end of Nov. the work on the river will have been completed. Everything possible will then have been done by the Department of Public Works to make the river navigable and safe, unless it should be decided to place a dredge on it.

Col. Anderson, Chief Engineer of the Department of Marine, has completed an inspection of the steamship routes centering on Victoria and Vancouver, and has interviewed the shipping men there with a view to recommending desirable locations for lights and other aids to navigation. It is understood that five new lighthouses will be erected, viz.: at the entrance to Ladysmith; on the inner channel of the Gulf of Georgia, on the Victoria-Vancouver route; at the entrance to

Queen Charlotte sound; at Chatham straits; and on Leonard island at the south-east entrance of the eastern channel to Clayoquot sound. There are at present 32 lights in service on the B.C. coast. It is the intention to place a number of gas buoys at the mouth of the Fraser river.

Among the Express Companies.

The Dom. Ex. Co. has cancelled the notice that the office at St. Guillaume, Que., would be closed on Oct. 14.

The Dominion Ex. Co. has opened offices at Boundary Falls and Granby, B.C.; Rockcliffe, Ont.; and Kipawa, Que.

The Canadian Ex. Co. has no arrangements for cashing its money orders in France, Germany and Italy, and agents are notified not to issue orders payable in those countries.

The Canadian Ex. Co. will cash money orders issued by the Newfoundland Ex. Co. Canadian Ex. Co.'s money orders payable in Newfoundland will be cashed by the Reid Newfoundland Co., and must be so endorsed.

The Great Northern Ex. Co. has opened offices on the Crow's Nest Southern Ry., connecting with the Montana and Great Northern Ry., at Gateway, Mont., at Elko, Swinton and Morrissey Jct., B.C. The M. and G.N. Ry. connects with the Great Northern Railway, U.S., at Jennings, Mont.

The Dominion Ex. Co. has opened the following additional routes: from Vancouver to Steveston, B.C., on the Vancouver and Lulu Island Ry.; from Lardo to Gerrard, B.C., on the Kootenay and Arrowhead Ry., and from Gerrard to Trout Lake, B.C., on the steamer line established between these points.

Telegraph and Cable Matters.

Construction on the Government Alberni-Clayoquot telegraph line in B.C. has been nearly completed.

The cable to be laid between Anticosti island and the Magdalen islands, has been delivered at Halifax, N.S., and will be laid by the str. Tyrian this fall.

The perfecting of the equipment of the Marconi wireless telegraph station at Glace Bay, N.S., is being pushed forward. Press reports recently stated that complete messages had been received from Poldhu, Cornwall, Eng., but the officers deny this, as the receiving station at Glace Bay had not been completed.

By an arrangement made between the British Government and the Pacific Commercial Cable Co. the former will lay a cable from Fanning island to Honolulu, connecting the all-British trans-Pacific cable with the U.S. cable from San Francisco to the Philippines. The cost of the cable will be about \$1,000,000.

The Halifax and Bermudas Cable Co. held its annual meeting recently in London, Eng. The net profits for the year ended June 30 were £3,362 against £4,904 in 1901. A dividend of 5% was declared and £862 was carried to the reserve, which now stands at £16,100. The debentures outstanding amount to £70,000, there having been £8,000 redeemed during the year.

A. Boyer, C.E., has been appointed Superintendent of the Dominion Government telegraph and cable lines in Quebec and the Maritime Provinces, reporting to the General Superintendent and to the Minister of Public Works. E. Pope, Agent for the Government telegraph at Quebec, remains as consulting officer of the Department. We are informed

that the growth of the telegraph department has made it necessary to appoint a Superintendent for the north shore lines, cables and Marconi stations, etc.

The G.N.W. Telegraph Co. recently brought an action against H. Dalby, Conservative organizer in Quebec during the Dominion elections in 1900, to recover \$458 for telegrams sent during the campaign. Mr. Dalby pleaded that the Co. had no right of action as the expense was incurred for election purposes, but the Quebec courts have held that the Election Act contemplated barring only the right to bring actions to recover expenses for corrupt practices. The main action has not been disposed of.

The cable str. Colonia sailed from Bamfield creek, Vancouver island, Sept. 18, and completed laying the section of the all-British trans-Pacific cable to Fanning island Oct. 11. The time occupied in laying the 3,445 knots of cable was 17 days, 21½ hours, averaging 8 knots an hour. The distance traversed was 85 knots less than that estimated on soundings. The Colonia will next be employed in laying the 2,100 knots of cable from San Francisco to Honolulu for the Pacific Commercial Cable Co.'s cable to the Philippine islands.

J. Wilson, Superintendent of the C.P.R. telegraph department at Vancouver, B.C., in a recent interview stated that telegraph poles lasted longer in a wet climate than in a dry one. Poles on the Vancouver island lines would last 10 years, while similar poles on the line between North Bend and Sicamous were destroyed in three years by the alkali. In Ontario where a superior cedar was used and the conditions favorable, poles would last for 20 to 25 years, and in New Brunswick a still longer period. Mr. Wilson mentioned having seen a pole in N.B. that was still sound and good after having been in service for 30 years.

The differences between the operators and linemen on the Government telegraph line to Dawson have been settled by J. B. Charleson, who was deputed by the Minister of Public Works to arrange the matter. The Yukon Sun says that under the settlement the wages of the men at Dawson have been restored to the original rates: Manager, \$150; operators, \$125, and office clerk, \$100 a month, and the men on the stations to Cariboo crossing have had their pay fixed at \$82.50 and \$75 a month for operators and linemen respectively, with board. It was reported that a general cut of one-third had been made in the pay of all the men.

Western Union Telegraph Co.

Comparative statement for years ended June 30, 1901 and 1902:

	1902.	1901.
Revenue	\$28,073,005	\$26,354,151
Expenses and taxes	20,780,766	19,068,903
Net revenue	\$7,292,239	\$6,685,248
Interest	992,580	959,160
Balance	\$6,299,749	\$5,726,088
Dividends	4,868,031	4,868,007
Surplus	\$1,431,718	\$861,081
Previous surplus	9,319,285	8,458,204
Total surplus	\$10,751,003	\$9,319,285

The capital stock remains at \$93,370,000. The funded debt is \$21,504,000. The Co. now has 1,029,984 miles of wire and 23,567 offices. During the past year 69,374,883 messages were sent. The average tolls for the messages transmitted were 31 cents and the average cost 25.7 cents. \$2,188,101 were expended for construction during the year, 2,526 miles of poles, 57,218 miles of wire and 329 offices being added. Howard Gould and J. J. Mitchell have been elected directors in place of Messrs. Perkins and Fish.