

Lumber Co., Nakusp, B.C. A tug for the same Company is under construction at Nakusp, the machinery for which is being built by the Polson Iron Works, Toronto. The steamer is expected to be completed in June.

The Muskoka Lakes Navigation and Hotel Co. (Ltd.) has given a renewal chattel mortgage to the Canada Permanent Mortgage Corporation for \$84,720.

The Deputy Minister of Marine, as Chairman of the Lighthouse Board, has informed the Publisher of THE RAILWAY AND SHIPPING WORLD that the latter's letter of March 14, suggesting that the inland marine interests should be represented on the board, which was published in our last issue, will be placed before the board for its consideration at its next meeting.

The Order-in-Council providing for the establishment of the Lighthouse Board of Canada, sets forth that the Board has been appointed to enquire into, and report to the Minister of Marine, from time to time, upon all questions relating to the selection of lighthouse sites, the construction and maintenance of lighthouses, fog alarms, and all other matters assigned to the Minister of Marine by the act relating to Lighthouses, Buoys, Beacons and Sable Island. W. C. Gordon, heretofore a clerk in the offices of the Department of Marine, has been appointed Secretary to the Board.

The Canadian Ocean and Inland Line, which was promoted by W. Petersen, of Newcastle-on-Tyne, Eng., and which operated two steamers between Antwerp, London and Montreal in 1903, will again run its steamers between the same points. T. Harling, of Montreal, is the agent of the Company at that port. This year he will also act as agent for Transport Canadien, a Company formed for the purpose of operating steamers between Antwerp, Bordeaux and Montreal, and with which some of the same interests represented in the Canadian Ocean and Inland line are associated. A fortnightly service will be inaugurated, and connection will be given at Montreal with steamers to points on the Upper Lakes.

An amendment to the act relating to marine engineers is under consideration at the current session of the Dominion Parliament. It provides for the removing of the exemption permitting the employment of non-certificated engineers on tugs, dredges, floating elevators and other vessels up to 150 tons, and for compelling the owners of all such vessels to employ duly certificated engineers. The only exception which it is proposed to retain in the act will permit the employment of non-certificated engineers on private yachts. It is also proposed to create a fourth class of certificated engineers, who will be permitted to take charge of vessels when a higher class of engineers are not available. This would allow the employment of this class of engineers on vessels trading on the minor inland waters. At present the Minister of Marine has power to grant temporary certificates to applicants under the recommendation of the Inspectors of Boilers and Machinery for the several districts.

Among the Express Companies.

The Canadian Ex. Co. has extended its service on the Bay of Quinte Ry., to cover the recently opened extension from Tweed to Bannockburn, Ont.

The Dominion Ex. Co.'s offices at Masson, Annville and Rockland, Que., have been renamed Buckingham Jct., La Perade and Lochaber respectively.

The Dominion Ex. Co. has appointed J. Knox, heretofore acting route agent at Winnipeg, as route agent at Winnipeg. He is suc-

ceeded as assistant route agent by C. N. Spooner.

The Canadian Ex. Co. has opened offices at Allans, Bridgewater and Queensboro, Ont.; Charlemagne, L'Assomption and L'Epiphanie, Que.; Cumberland Bay, N.B., and Pomquet, N.S.

Special forms for permits and manifests covering shipments for the Louisiana Purchase Exposition at St. Louis, Mo., have been issued by the U.S. Treasury Department and can be obtained on application. They are printed on red paper and are marked with the word "Expedite."

The enforcement of the regulations by the U.S. Customs authorities in regard to express packages consigned from Canadian points to the U.S., has resulted in the holding up of a large number of consignments at the border offices. The regulation is an old one, but has not hitherto been strictly enforced. It is required that the ultimate consignee shall furnish the authorities with an affidavit of value before the goods are allowed to pass the border. This sometimes takes several days, meanwhile the goods are held up.

Telegraph and Cable Matters.

The Western Union Telegraph Co. has declared a dividend of 1¼% for the quarter ended Mar. 31, carrying forward a surplus of \$14,607,028.47.

The Halifax and Southwestern Ry. has given a contract for constructing 100 miles of telegraph lines between Halifax and Mahone, and between Bridgewater and Liverpool, N.S.

The charter of the Anglo-American Telegraph Co., which expired April 15, gave the Company a monopoly of the cable communication for commercial purposes between Newfoundland and Great Britain, Prince Edward Island and the mainland of New Brunswick.

E. E. Rand, of Vancouver, who was reported to have secured an option on the rights to operate the Marconi system of wireless telegraphy, states that his option has expired. He further says that expensive lawsuits are bound to grow out of any attempted establishment of the system.

The C.P.R. Telegraph Department has opened offices at Lardo, Gerrard, Glacier, Proctor, Troup Jct., and St. Leon, B.C.; Bowsman, Eden, Marchand, Ogilvie, Woodridge, Mowbray, Man.; Bear's Pass, Dalton, Kama, Metagama, Mattawin, North Lake, and Otter, Ont., and Maniwaki, Que.

The North American Telegraph Co. is applying at the current session of the Dominion Parliament for an act authorizing the change of its head office from Kingston, Ont., to Winnipeg, Man., an increase in its capital from \$1,000,000 to \$10,000,000, and power to extend its lines to Manitoba and the Northwest Territories.

A cable message was recently transmitted from Australia over the British Pacific cable to Vancouver Island, the C.P.R. Telegraph line and the Commercial Cable Co.'s cable to Great Britain in the record time of 2½ minutes. The message contained information of the result of a cricket match between the English and Australian elevens.

There was expended on the postal telegraph service of Newfoundland during the financial year of 1903, the sum of \$41,000, of which \$14,000 was for the building of new lines, and \$27,000 for running expenses. The income for the year was \$13,000. The Government is asking the Legislature to vote \$29,760 for expenses for the current year.

At the annual meeting of the Marconi Wireless Telegraph Co. held in London, Eng., Mar. 30, it was reported that the receipts had

exceeded the expenditure by \$50,085, and that an agreement had been made with the British post office which would place the Company on a level with the cable companies in regard to the receipt and despatch of messages. No definite statement was made as to when it was expected to have the stations opened for the transmission of messages across the Atlantic.

The report of the Dominion Department of Public Works for the year ended June 30, 1903, shows that there are 6,244½ miles of telegraph lines under the control of the department, with 259 offices. The number of messages transmitted during the year was 96,500. The expenditure on construction and improvements was \$135,154.33; on repairs, \$11,193.10, and on staff and maintenance, \$412,745.06, making a total of \$559,092.58. The receipts of the different lines were \$132,422.17, in addition to which signal service, messages, meteorological service messages, reports and fisheries' bulletins are handled free of tolls.

The extension of the Government telegraph line from Edmonton to Athabasca Landing, Alta., 98 miles, will be undertaken as early as practicable, the work being done by the Government linemen, with such assistance as may be found necessary, under the supervision of J. S. Macdonald, District Superintendent, Qu'Appelle, Assa. The new line will be carried along the existing roadway from Edmonton to Athabasca Landing. The poles for the line are being got out along the line of route by local contractors, and the other material is on hand at Edmonton. The line will be strung with no. 8 galvanized iron wire, with no. 9 tie wire, on white porcelain insulators, fixed on oak brackets, wire nails being used.

In the act respecting municipal taxation considered at the recent session of the Ontario Legislature, it was proposed to assess telegraph and telephone companies a percentage of the amount of gross receipts in cities, towns and villages, and for \$200 a mile for one wire, and \$7.50 a mile for every additional wire, and to free the companies from all other taxes. Such taxes were to be a lien on the property of the Company's lands in the different municipalities; and the Companies were directed to file statements of earnings and mileage in each city, town and village by Feb. 1 in each year. During the discussion a separate clause was adopted providing for the assessment of telegraph companies apart from telephone companies as follows:—A business tax, to be based on 60% of the gross receipts in each municipality, and an assessment of \$60 a mile for each mile of single wire and \$5 a mile for each additional wire.

The C.P.R. Telegraph Department has arranged to carry out the following construction work during the year: New wires on existing lines of poles—a copper wire from Montreal to Quebec; an iron wire from Toronto to Detroit, Mich.; an iron wire from Toronto to Peterboro, Ont.; an iron wire from Hamilton to Winona, Ont.; a 210 lb. copper wire from Montreal to North Bay, Ont., and from Fort William, Ont., to Winnipeg, Man.; thus completing a fourth duplex circuit between Montreal and Winnipeg, part of which was completed in 1903; a 210 lb. copper wire from Winnipeg to Regina, Assa.; an iron wire from Fort William to Ignace, Ont. Extensions of pole lines and wires—From Yorkton, Assa., westward for 40 miles; on the Pheasant Hills branch, 81 miles; on the Kirkella branch, 10 miles; from Arcola to Regina, Assa., 113 miles; from Wetaskiwin, Alta., easterly 25 miles, and from Lacombe, Alta., easterly 25 miles. In addition to the above there will also be between 600 and 700 miles of pole lines rebuilt, and the ordinary general repairs.

C. H. Gibbons, of Vancouver, and D. V. Mott, of Fernie, B.C., have been granted a