

using Canadian routes on account of the option of using their wheat for domestic trade in Ontario and Quebec. Lake freights for the fall months are bound to be high, as the extremely heavy movement of ore east-bound and coal westbound gives the vessels something to work against the grain trade, and this competition will have the usual effect of putting rates up. Even now 2½ cents is being freely bid by Duluth shippers for tonnage for the first half of Sept., whereas last year at this time 1½ cents was the going rate. While the coal movement so far has been fair, there is still a tremendous amount of coal to come up to supply both the American and Canadian west, but no fear is expressed as to any shortage as the recent addition of several 10,000 ton vessels to the American fleet is somewhat of a guarantee that the present fleets can take care of all business offering. The steel rail movement still continues good and no doubt will continue until the close of navigation, as there are still a number of large orders yet to be filled by the mills. No changes are reported in any of the above commodities for first half Sept. so far as Canadian vessels are concerned."

Admiralty Court Jurisdiction.

The judgment of Judge Hodgins, in the Admiralty Court sittings at Toronto, upon the action of the owners of the Monguagon, a sailing vessel, against the str. D. C. Whitney, both United States vessels, for damages arising out of a collision in Sandusky harbor, Ohio, Nov. 28, 1901, deals at considerable length with the question of the jurisdiction of the court. This question was raised by the owners of the D. C. Whitney, and was their principal ground of defence. The steamer was arrested in Canadian waters Nov. 14, 1902. The judgment shows that the Admiralty Court in Canada has the same powers and jurisdiction that the High Court of Admiralty in England has, such being conferred by the Imperial Act of 1890. The High Court of Admiralty has always held that it had jurisdiction in cases of this kind, and a number of cases were cited in proof of this contention. It had also been decided in 1839 that cases of collision were communis juris, and this view was endorsed in 1859, Admiralty Judge Lushington in a judgment at Swansea, Wales, stating: "In cases of collision it has been the practice in this country, and, so far as I know of the European states, and of the United States of America, to allow a party alleging a grievance by a collision, to proceed in rem against the ship wherever found. And this practice, it is manifest, is most conducive to justice, because in many cases a remedy in personam would be impracticable." In 1860 the Canadian Admiralty Court held that it had jurisdiction in a case of collision between French and Norwegian vessels on the high seas; and the U.S. Admiralty Courts have at different times exercised their jurisdiction in such cases. In 1867 the U.S. Admiralty Courts disposed of a case respecting a collision between a Dutch schooner and a Russian barque in the North Sea, and in 1868, the U.S. Supreme Court decided that its Admiralty Courts had jurisdiction to try cases of collision in Canadian waters. The other main defence was "inevitable accident," but it was held that the weight of evidence satisfied the court that the term was not applicable to the case according to the definition given in already decided cases. The owners of the Monguagon were given a decree declaring the str. D. C. Whitney liable for damages caused by the collision and a reference was made to the Deputy Registrar at Windsor, Ont., to assess the damages, and to tax the costs of the action and reference.

Among the Express Companies.

The Dominion Ex. Co. has closed its offices at Doon and Ratz Ont.

The Dominion Ex. Co. has closed its wagon route between Galt and Doon, Ont.

The Dominion Ex. Co. has opened offices at Big Dan, Coe Hill, Dougherty, Johnny Lake, Mud Lake, Mulock, Osborne, Rib Lake, Riddell Creek, Twin Lake, Widdifield and Woodland. With the exception of Coe Hill, all these points are on the Temiskaming and Northern Ontario Ry.

The American Ex. Co. is authorized to waybill shipments of fruit originating at points on the Toronto, Hamilton and Buffalo Ry., destined to common points of the Dominion Ex. Co. with the Canadian Ex. Co., west of and including Peterboro', Ont., through to destination at rates mentioned in circular 35, minimum charge 35 cents.

The Canadian Bankers' Association has decided to give the same rates for money orders as the post office and the express companies. Cheques, under the new rates, will be put through for a charge of 3 cents for amounts under \$5; for 6 cents for amounts from \$5 to \$10; for 10 cents for amounts from \$10 to \$20; and for 15 cents for amounts from \$20 to \$50.

Telegraph and Cable Matters.

The G.N.W. Telegraph Co. has opened offices at Helderleigh, Ont.; Cape Despair Light, Lemieux, Perthuis, Que.

Arrangements are being made for the establishment of Marconi Wireless Telegraph stations on Owen Sound and Sault Ste. Marie, Ont.

The DeForest Wireless Telegraph Co., press reports state, has established telegraphic connection between Montreal and Quebec, and is transacting a commercial business.

The str. Colonia, built to lay the new cable from Great Britain to Canso, N.S., for the Commercial Cable Co., went ashore near Canso, and is reported to be badly injured. She has been floated and will be at once repaired.

The United States Government is arranging to establish a number of wireless telegraph stations on the lower Yukon, between Nome and Gibbon, Alaska. The str. Susan, plying on this section of the river, has been fitted with the wireless apparatus.

The International Telegraph Construction Co. of London, Eng., is investigating the possibilities of establishing wireless telegraphic communication between Australia and New Zealand. It is claimed that messages can be sent between these points at a penny a word by the wireless system, as against 4½d. a word by the cable.

The act passed by the Dominion Parliament at its recent session, for the regulation of wireless telegraphy in Canada, provides that no person shall establish any wireless telegraph on board any Canadian vessel except under a license granted by the Minister of Marine, under such regulations as may be prescribed. The penalty for breach of this act is a fine of not exceeding \$500, or imprisonment for a term not exceeding twelve months, and the forfeiture of the apparatus; proceedings can only be taken by the Minister. The Minister may grant licenses for the installation of apparatus on board vessels for experimental purposes.

A Newfoundland press correspondent, writing about the colony, points out that the new policy of the Government in respect of the telegraph service has been largely determined as the result of the arbitration proceedings

with the Reid Newfoundland Co. The evidence given before the arbitrators, who awarded \$1,500,000 to the company, showed that the company anticipated making large profits from laying a cable across the strait; and also that the business of the Anglo-American Cable Co. in the colony had nearly doubled during the last six or seven years. The first step taken by the Newfoundland Government was to reduce the inland telegraph rate from 50c. to 20c. for ten words, over its lines, which was followed by a similar reduction on the Anglo-American Cable Co.'s lines. The second step taken was to arrange for the laying of a cable from Basque, Nfld., to Canso, N.S. The new cable is expected to be in operation by Sept., 1906, and will be operated by the Commercial Cable Co., which is laying an additional cable from England to Canso. The Government has also determined to extend the wireless telegraph system to the Labrador coast, and negotiations are in progress with the Marconi Wireless Telegraph Co., in respect to the installation of these.

In connection with the recent meeting of the Pacific Cable Congress in London, Eng., the following information, extracted from a return published as a House of Commons paper, will be of interest:—The report of the Cable Board shows that the number of messages and words transmitted during the year 1904-5 were approximately 177,968 and 2,056,953 respectively, of which 106,782 messages and 1,183,929 words were inter-colonial. The audited traffic figures for 1903-4 amounted to 176,824 messages and 2,097,897 words, of which 108,211 messages and 1,232,928 words were inter-colonial. The actual expenditure of the board on the service of the cable during the year ended Mar. 31, 1905, amounted to £50,751 11s. 2d., against £54,824 19s. 8d. in the previous year. The total receipts amounted to £87,446 10s. 8d. (including a special item of £5,118 15s. on account of repair services rendered by the Iris) against £80,118 13s. 3d. last year. The surplus on actual working was, therefore, £36,694 19s. 6d. The board, however, set aside £35,000 for the renewal fund, and they had also to provide a sum of £77,544 18s. for interest and sinking fund. This sinking fund will extinguish in 50 years the entire capital expenditure. Adding these payments to the expenditure, the deficiency on the year's operations amounts to £75,849 18s. 6d., against £87,751 4s. 5d. in the previous year. This deficiency has to be made good by the contributing Governments. Although, in the year 1904-5, the receipts were swelled by the earnings of the Iris, an item which cannot be expected to recur, it is satisfactory to note that the deficiency to be met by the contributing Governments in the second year of the cable's working is less than the annuity due on account of capital. The conference has resulted in the preparation of a report recommending plans for the placing of the cable on a sounder commercial basis. No recommendation has been made to stop operating the cable in order to stop current loss, and the conference agreed that the cable was worth a large Imperial subsidy, taking into consideration the big reduction of cable rates to Australia which the competition has brought about.

General Telephone Matters.

The Nanaimo, B.C., City Council has passed a resolution favoring government ownership of telephones. The city is served by a private company, and there are 175 subscribers.

The taxpayers of Dauphin, Man., have voted in favor of a municipally owned telephone system. The Bell Telephone Co. is at present installing a telephone system in the town.

The Bell Telephone Co.'s new building at Kingston, Ont., has been completed, and the