

The Canadian Express Co.

The business of this company dates back to more than 50 years ago, when the British-American Express Co. & Cheney, Fiske & Co., established a line of express connections, using the old stage lines, & then these companies consolidated & formed the present corporation. Benj. P. Cheney became the first President, retiring Feb. 1, 1880, & was succeeded by Gilman Cheney, who is now Vice-President. Chas. M. Hays, General Manager of the G.T.R., is President, & Jas. Bryce, Manager. The company's headquarters are at Montreal. The company employs about 2,800 persons. It operates on the Grand Trunk, Canada Atlantic, Lake Erie & Detroit River, Bay of Quinte, Cumberland, New Brunswick, Central, Intercolonial, Quebec & Lake St. John railways, on the Allan & Dominion Steamships, Prince Edward Island, as well as other water lines. Jas. Bryce, the Manager & Chief Executive, has long been identified with express interests, & gives an able attention to his important duties.

Collections by Express.

On April 4 the Canadian & Dominion Express Cos. put into effect an important change respecting collection of notes, drafts, accounts or bills for \$100 or under, not requiring protest, by adopting a low uniform prepaid charge of 10c. on each item for collection, thus greatly benefitting manufacturers, publishers & others having a large number of collections yearly. This amendment applies to all offices of the two companies named, likewise to all American Express Co.'s offices in Canada, as well as their offices in the U.S. common with the Canadian Express Co., but only on such collections as originate in, or are destined to, points in Canada, or such offices in the U.S. as are reached by the Canadian & Dominion Express Co.'s.

When collection has been paid, agent at destination will issue an express money order for the amount of each item collected, making same payable to order of shipper and giving name of person from whom collected as remitter. Unless instructed on wrapper to collect the money order fee of person paying collection, agent will issue money order for amount collected, less the fee for money order.

When collections are carried over the lines of more than one company, the outward prepaid charge will be 10c. for each company carrying, the collecting company also retaining the money order fee. Collections must not be held exceeding 15 days, unless specially authorized on wrapper by shipper. If agent is unable to collect, full explanation of the reasons must be given.

AMOUNT.	Outward Prepaid Charge On Each Item.	Cost of M.O. if Collected.	Total Cost if Collected.
\$3 & under	10c.	3c.	13c.
Over 3 up to \$5	10c.	4c.	14c.
" 5 " 10	10c.	6c.	16c.
" 10 " 20	10c.	10c.	20c.
" 20 " 30	10c.	12c.	22c.
" 30 " 40	10c.	15c.	25c.
" 40 " 50	10c.	18c.	28c.
" 50 " 60	10c.	20c.	30c.
" 60 " 75	10c.	25c.	35c.
" 75 " 100	10c.	30c.	40c.

The Dominion Express Co. announces the opening of a route on the C.P.R. between Slocan Junction & Slocan City, B.C. This is over the Slocan branch of the Columbia & Kootenay railway, which has been recently completed for traffic. Offices are established at Lemon Creek & Park Siding.

The Dominion Express Co. recently received at Victoria, B.C., a box weighing 8,786 lbs.,

from Bethlehem, Pa., containing a steel shaft for the S. S. Commonwealth. Agent Oliver says this is the heaviest single package that ever came to Victoria by express, although he has handled several single consignments that were in a lot of boxes that were greater weight than this. For instance, the Dominion Express Co. brought a shipment of silver coin from London, Eng., to Victoria, which weighed 5 tons. The Albion Iron Works got this shaft for the Commonwealth, & considers it paid to get it by express, as every day the ship had to lie over cost \$300.

Dominion Express Office Signs.

The Dominion Express Co. is equipping its offices with handsome enamelled iron signs, with white letters on blue ground. Some of them are lettered on one side only to place flat on a wall, the others are lettered on both sides, with a flange, so they can be put up projecting from buildings. They are very attractive & much more effective than any painted sign, in addition to which they are more economical, as they are practically indestructible, & are not affected by the weather. The Co. is also using a similar kind of sign, but smaller, for its money order business. All of them were manufactured in Wolverhampton, Eng., & supplied by The Acton Burrows Co., Toronto, who are the sole agents in Canada for the manufacturers.

TELEGRAPHS & CABLES.

The West Indian Cable.

The lack of facilities which has hitherto existed for sending cablegrams direct from England to the British West Indies, without their having to pass through foreign territory, has been removed by the extension of the Halifax-Bermuda cable to Kingston, Jamaica. This extension has recently been completed, & the first messages dispatched across the Atlantic. The West Indian & Panama Cable Co. has up to this enjoyed the undisputed privilege of conveying these cablegrams. The islanders disapproved of their cablegrams to the mother country being forwarded through the United States & Cuba & feared the position in which they would find themselves in the event of England being at war with either of these two countries. They also were dissatisfied at the reluctance of this Co. to facilitate the business of the islands by the reduction of rates, etc., & they decided some 3 years ago to approach the Halifax-Bermuda Cable Co. with a request to extend its cable, via Turk's Island, to Jamaica, the bounty hitherto paid to the West Indian & Panama Cable Co. being offered as an incentive to its doing so. This request, after some consideration & a great deal of correspondence with the Imperial Government, the Co. agreed to, & the Telegraph Construction Co. was commissioned to lay the cable, on the understanding that the work should be completed by the end of January of this year. Despite the fact that the Caribbean Sea is visited by severe storms during the winter months, the agreement was carried through fully a fortnight before the time stipulated in the agreement, & another link between England & her colonial offspring in the West Indies has become an accomplished fact. The Construction Co. reports that the work of laying the cable was carried out without the slightest hitch, & that they were favored by exceptionally fine weather for the season of the year. To facilitate the laying of the cable within the time allowed by the Imperial Government, H.M.S. Britannia, of the Surveying Department, was commissioned to perform the surveying trip, & an extensive survey of the route was made by her early in the winter. The desire of the Co. was to spare no pains nor expense in finding

the best bed in which to lay the cable, thus lessening the fear so common in similar undertakings of being called upon in the future to make repairs to it. The Co.'s steamer The Scotia was employed in the work, Capt. Cato commanding, with Mr. Lucas as Chief Electrician in charge of the laying.

The following table shows the very great reduction in the rates from Eastern Canada by the opening of this route. The first column gives the lowest rates prevailing for many years; the second the rates via the U.S. and Hayti Cable, which was laid in 1897; and the third the rates by the new route via Halifax.

Place.	Lowest rates, 1896.	Completion of U.S. & Hayti Cable, 1897.	Completion of Jamaica extension, Halifax-Bermuda Cable.
Antigua.....	\$2.19	\$1.59	\$.86
Barbadoes.....	2.21	1.69	.96
Cuba (Santiago).....	.95		.73
Dominica.....	2.02	1.55	.82
Grenada.....	2.20	1.67	.94
Guadaloupe.....	1.97	1.37	1.32
Jamaica.....	\$1.19 to 1.22		.48
Martinique.....	1.97	1.37	1.32
Porto Rico.....	1.92 to 1.96	1.90	1.17
St. Kitts.....	2.19	1.67	.94
St. Croix.....	2.06	1.80	1.07
St. Lucia.....	2.03	1.63	.90
St. Thomas.....	2.01	1.74	1.01
St. Vincent.....	2.10	1.64	.91
Trinidad.....	2.31 to 2.33	1.76	1.03
United State of Colombia (Colon & Panama).....	1.00		.97
British Guiana.....	2.73	2.22	1.40

Commercial Cable Company.

The annual meeting of the Commercial Cable Co. was held in New York Mar. 7. The revenue for the year from the operations of the cables, after deducting all expenses and reserving \$11,750 to meet depreciation of spare cable, amounted to \$1,200,155.53, as compared with \$1,123,653 for the previous year. The revenue from the land lines, after deducting all operating expenses & setting aside \$60,000 to a land lines depreciation reserve account, amounted to \$645,185.59. The net revenue of the combined systems was \$1,845,341.12, out of which have been met interest on 1st mortgage bonds & debenture stock, \$640,000, & dividends of 7% & bonus of 1% on the capital stock, amounting to \$800,000—a total of \$1,440,000—leaving the balance of net revenue for the year \$405,341.12.

The balance to the credit of revenue at the end of 1896, after adding to the reserve fund \$250,000 invested in U. S. Government bonds), amounted to \$596,678, and it is the intention of the directors to set aside out of the total amount now standing to the credit of revenue (\$1,002,019.36) \$250,000 to be invested in high-class securities as an addition to the reserve fund, which will then stand at \$2,608,329. It is also the intention to set aside \$275,000 as a reserve for the insurance of stations, apparatus and repairing steamer and for special expenditure necessary for the maintenance of the Co.'s property. After providing these reserves the balance of net revenue to be carried forward to the next year will be \$477,019.

Notwithstanding that business on the land lines was very dull during Jan. and Feb., the net revenue of that system for the year fulfilled the expectations of the directors and was more than sufficient to meet the interest on the 1st mortgage bonds and debenture stock, and these fixed charges absorbed only 34½% of the total net revenue of the combined systems.

There have been added to the land line system during the year 933 miles of new pole line & 3,966 miles of wire.

The directors elected for the current year are: J. W. Mackay, J. G. Bennett, G. G. Howland, Col. W. Jay, G. G. Ward, Sir W. C. Van Horne, E. C. Platt, Lord Strathcona &