

is over, it is to be expected that our government will immediately take steps to have a sufficient supply of water to accommodate the largest vessels which visited this port throughout the season."

A total of 190 vessels of 1,119,828 gross tons were entered with the federation during 1918, an increase of 295,433 tons over 1917.

The officers of 1918 were re-elected for 1919, John Torrance succeeding the late A. A. Allan as President, and A. E. Cooke being added to the executive council.

The Minister of Marine on Government and Other Shipbuilding.

The Minister of Marine, Hon. C. C. Ballantyne, M.P., is reported to have said in an interview at Montreal, March 6, just before leaving for Atlantic City to recuperate after his serious illness, as follows:—

"I intend to make a full statement in the House of Commons on my return to Ottawa, and therefore do not care to say much regarding this now. When I announced in the house last session the government's shipbuilding programme, I explained Canada's great need for ships at that time, more particularly to work in conjunction with the Canadian National Railways. I also stated that the government hoped that shipbuilding would be permanent. Since then many difficulties have arisen. The cost of skilled and unskilled labor has greatly increased, as well as the cost of all materials that enter into the building of ships, which will make it more difficult to maintain shipbuilding in Canada on a permanent foundation.

"However, I am in hopes that these conditions will change for the better, within the near future, and that it may be possible for Canada, at least in some of our best yards, to continue permanently to build ships. The government made no mistake in going in for shipbuilding, and I will go into all the details regarding this when I make my statement to parliament. In the meantime all the yards in Canada have government contracts to keep them fully occupied all this year, and possibly a part of next, with the exception of one or two yards which have been building ships for the British Government through the Imperial Munitions Board.

"My colleague, the Minister of Public Works, Mr. Carvell, stated in the house the other day that the government is building ships in order to give employment. Undoubtedly he had reference to the necessity of giving employment at present. This was not the reason the government entered into shipbuilding at the time it did, but, on the contrary, because, owing to the world's great shortage of tonnage, and the impossibility of ships being contracted for in any country, and England and other countries being willing to place large contracts in Canadian shipyards at greatly advanced prices over what the government was paying, it would have been an unwise policy in the interests of Canada had she not gone in for shipbuilding on her own account. Further details will, however, be given when I return to the house. I cannot say more at present as to the shipbuilding policy. As to the future of shipbuilding, it will be discussed fully by the cabinet on my return to Ottawa."

"I have nothing to say regarding Canada's naval policy at the present time," said the minister, in answer to a query,

"although I have my own views on this important subject. It would be unwise, in fact, for me to make any statement at present until after Admiral Lord Jellicoe's visit, and before the cabinet decides what its policy will be."

Shovelling and Trimming Charges at Grain Elevators.

These matters were dealt with in the Dominion Marine Association's annual report recently (Canadian Railway and Marine World for March, pg. 166). The Board of Grain Commissioners' Secretary wrote the Dominion Marine Association's Counsel on March 11 as follows:

"So far as shovelling is concerned, the board has decided that it is not policy for it to acquire any jurisdiction over this charge, as quite a percentage of the grain received at the eastern public elevators is of United States origin, over which the board has no jurisdiction. The board therefore prefers to leave the matter of the shovelling charge to be arranged between the elevators and the carriers.

"As the government has decided to place the trimming of western grain into vessels at Fort William and Port Arthur under the board's jurisdiction for the purposes of eliminating any profiteering, the board is of opinion that the best way to handle the matter would be to license the trimmers, subject to certain rules and regulations. Part of the regulations would of necessity, include the approval of the rates to be charged for this service, and as the U.S. lake carriers, along with all the other Canadian carriers, with the exception of the Canada Steamship Lines, have advised the board that they are willing for the board to make whatever rules and regulations they think proper, the board feels that it will hardly be necessary to call a session for the discussion of this matter."

Telegraph, Telephone and Cable Matters.

E. N. Hurley, President U.S. Shipping Board, predicts that New York business men soon will be taking and placing orders in South American ports by wireless telephone.

Marconi is reported to have said that wireless telephone communication between New York and London will be in effect within three months. Three minute conversation will cost \$5.

The Marconi Wireless Telegraph Co. has, according to a Montreal press dispatch, established wireless telephone communication between Newcastle, N.B., and Lyons, France, and also with Belmar, N.Y.

The Quebec Public Utilities Commission has authorized the National Telephone Co., operating in L'Islet County, to raise its rates considerably to the following figures:—Branch lines, business, \$25; house, \$20. Party lines, business, \$18; house, \$15.

The Marconi Wireless Telegraph Co. resumed wireless telegraph service across the Atlantic Mar. 10., for the general public. Until further notice the service will be for full rate traffic only. During the war, official messages only were handled.

The C.P.R. Co's. Telegraph Department is stringing a new copper wire from Halifax to Montreal, and the work

is expected to be completed very shortly. As there are 800 miles in the telegraph route and it takes 210 lb. of wire a mile, the total weight of the wire is 168,000 lb., or 84 tons. In addition, a number of other copper wires will be strung on different parts of the system this year.

The Marconi Wireless Telegraph Co. has, according to a Montreal press dispatch, completed arrangements for supplying airgrams to aviators who may attempt to cross the Atlantic. A complete series of bulletins about weather conditions over the area to be traversed will be compiled from advices of ships at sea and will be sent out from the company's Glace Bay, N.S., station, to be picked up by the aviators.

The Great North Western Telegraph Co. has opened offices at Burlington, and Pass Lake, Ont.; Eaton, and Madison, Sask.; and has closed offices at Cap Rouge station, Cartierville, Little Metis lighthouse, Neuville station, Perthuis, and Portage du Fort, Que.; Camp Mohawk, Chaffey's Locks, Melbourne, and Mitchell, Ont.; and Dropmore and Hodgson, Man. The name of its office at River Henry, Que., has been changed to Henry River.

The Pacific Cable Board is considering representations made to it by Canadian and U.S. interests, for a duplication of the cable between Canada and Australia. It is pointed out that during the war the cable facilities were greatly overtaxed, and there appears to be no diminution in the traffic. In this connection, it is reported that the Marconi Wireless Telegraph Co. has made a proposal to certain Australian newspapers for a British news service on a 10 year contract at 50c a word, which is stated to be for too long a term and at too high a rate. It is however stated that the Marconi proposal may mean the life or death of the Pacific cable, but it is considered that there is sufficient traffic for both cable and wireless.

Among the Express Companies.

G. Ford, General Superintendent, Dominion Express Co., Winnipeg, has been on a trip to California.

R. C. Mellish has been appointed lost express freight agent, Canadian Ex. Co., Toronto.

M. W. Corrigan has been appointed lost express freight agent, Canadian Ex. Co., Winnipeg.

V. J. Smith has been appointed cashier, Canadian Ex. Co., Windsor, Ont., vice J. V. Yeoman promoted.

J. T. Madigan has been appointed route agent, Canadian Ex. Co., Hamilton, Ont., a new position.

W. B. Bray has been appointed agent, Canadian Ex. Co., Sydney, N.S., vice A. C. Millar resigned.

W. J. Trenaman has been appointed agent, Canadian Northern Ex. Co., Quebec, Que., vice M. G. Donnelly deceased.

R. H. Jones, heretofore route agent, has been appointed Assistant to Superintendent, Canadian Ex. Co., Toronto.

S. H. Bullett, heretofore agent, Windsor, Ont., has been appointed route agent, Canadian Ex. Co., Toronto, vice R. H. Jones promoted.

J. V. Yeoman, heretofore cashier, has been appointed acting agent, Canadian Ex. Co., Windsor, Ont., vice S. H. Bullett, agent, promoted.