

Among the Express Companies.

The Canadian Northern Ex. Co. has opened an office at Birch River, Man., and has closed its office at Mafeking, Man.

The Adams Ex. Co. has adopted the system of issuing travellers' cheques, and has made arrangements throughout Canada, the U.S., and Europe, as well as other points, for dealing with them.

F. J. Butler, who has been agent, American Ex. Co., at Quebec, for several years, was entertained at dinner, July 4, by a number of friends on his leaving the city for Boston where he has been transferred on the company closing its offices on the Quebec Central Ry., over which, since it has passed under C.P.R. control, the Dominion Ex. Co., is now operating.

The Board of Railway Commissioners, July 3, refused the application of the city of Ottawa, for the extension of the collection and delivery limits for express companies. D'Arcy Scott, Assistant Chief Commissioner, in dismissing the application said that the Board's expert had already reported on the limits in March last, since when there had been no change of a character to warrant an extension.

Instructions issued by the Board of Railway Commissioners, regarding Sunday deliveries, require that express agents shall receive for carriage by the first train stopping at the consignee's station on Sunday, any shipment of medicines, drugs, instruments or apparatus, which they are assured by a physician, or a dealer in medical supplies, are urgently needed for saving human life, or alleviating human suffering. Such shipments must not be c.o.d.'s, and they must be prepaid and fully addressed, and tendered at the railway station. As house delivery may be impracticable and the agent at the consignee's station may not be required to meet the particular train, the shipper must be advised to telegraph the consignee to be on hand to receive the goods on arrival of the train.

As a result of the recent investigation into express rates, etc., in the C.S., by the Interstate Commerce Commission, a number of changes in regulations and practices, the methods of operation, and general rating have been ordered. Of the 13 companies dealt with, the report states that they are separate legal entities, but that it is interesting to regard the fact that by stock ownership and otherwise, they are so interlaced, intertwined and interlocked, that it is with difficulty that any one of the greater companies can be traced as either wholly independent in its management or the agency of a single railway system. So that while these companies compete with each other for traffic, the express business may be said to be almost a family affair. The new rates may be said to be based on a minimum charge of 21c. a pound, increasing in ratio to the increase of weight and distance, at rates varying from 3-10c. to 12c. a pound, approximately making 12c. the highest rate per pound for the greatest distance within the U.S., exclusive of Alaska. The reductions in general average about 15%.

Express Companies in Canada.

Following are particulars of the three express companies which have their headquarters in Canada:—

Canadian Express Company

This company was organized Feb. 16, 1865, under authority of 27 and 28 Vic., chap. 23. It has an authorized capital stock of 30,000 shares of \$100 each, of which 17,052 have been issued and are outstanding. The cash realized from the sale of these shares is reported at \$865,200. The purchase of the capital stock

of the company by the Grand Trunk Ry. Co. was effected in 1891 by the payment of \$660,000 in cash. The total capital liability at the time was \$1,500,000. Since then the capital stock has been increased to \$1,705,200. The company does not report a rate of dividend. All the stock is held in trust for the G.T.R. Co. by A. W. Smithers, C. M. Hays (since deceased), E. H. Fitzhugh, W. Wainwright, M. M. Reynolds, F. Scott, H. Paton and E. J. Chamberlin. With the exception of Mr. Smithers, these gentlemen are all directors of the company.

The officers are:—President, J. Pullen; Secretary-Treasurer, F. Scott; General Counsel, W. H. Biggar; General Auditor, W. W. Williamson. The headquarters are at Montreal.

The operations of the company are chiefly over the G.T.R., the G.T. Pacific Ry. and the Canadian Government Railway System. It has a total operating mileage of 7,230.

Dominion Express Company.

This company was organized May 23, 1873, under 36 Vic., chap. 113. The capital stock is \$2,000,000, divided into 20,000 shares of \$100 each, all of which is outstanding. Following are the directors:—Sir Thos. G. Shaughnessy, W. S. Stout, R. B. Angus, C. F. Smith and C. R. Hosmer. These directors are trustees of the entire stock of the company for the C.P.R. Co. A dividend on the capital stock, at the rate of 8% per annum was declared on June 30, 1911.

The officers are:—President and General Manager, W. S. Stout; Vice President, C. F. Smith; Secretary, H. C. Oswald; Treasurer, G. A. Newman; General Auditor, W. H. Plant. The head office is in Toronto.

The company carries on business over the lines of the C.P.R. and many connecting roads, and has an operating mileage of 13,709, apart from 14,148 of ocean going mileage.

Canadian Northern Express Company.

This company was organized June 13, 1902, under 2 Edward VII., chap. 49.

The company has an authorized capital stock of \$1,000,000, consisting of 10,000 shares of \$100 each. Of this stock \$300,000 was outstanding on June 30, 1911, on which a dividend was not declared. Mackenzie, Mann and Co., Limited, control the company by right of ownership of 90% of the capital stock. The directors are:—Sir Wm. Mackenzie, Sir Donald D. Mann, A. J. Mackenzie and Z. A. Lash. Headquarters are at Toronto, but the General Superintendent is located at Winnipeg.

The officers are:—President, Sir Wm. Mackenzie; Vice President, Sir Donald D. Mann; Secretary, R. P. Ormsby; Treasurer, L. W. Mitchell; Chief Solicitor, G. G. Ruel; General Counsel, F. H. Phippen; Auditor, J. D. Norton; General Superintendent, W. C. Muir.

The company operates almost entirely over the Canadian Northern Ry., and had a mileage on June 30, 1911, of 4,422.

The other express companies operating in Canada, but which have their head offices in the United States, are:—American Express, United States Express, National Express, Great Northern Express, Wells, Fargo & Co.

Telegraph and Cable Matters.

The Canadian Northern Telegraph Co. has opened an office at Birch River, Man., and has closed its office at Mafeking, Man.

The Grand Trunk Pacific Telegraph Co. has adopted the night lettergram service, which has been in use, for some time, by other companies.

The Western Union Telegraph Co. is stated to be negotiating for a site for a new cable office in Cape Breton, and that it will probably erect a building in Sydney.

The Great North West Telegraph Co. has opened an office at Wyebridge, Ont., has re-opened its offices at Birkendale and Rondville, Ont., and has closed its offices at Bayfield, Rosseau and Yarker, Ont.

The Marconi Wireless Telegraph Co. has opened a new office in the Strand, London, Eng. This has been connected with the Clifden, Ireland, station, by a private wire, in order to facilitate communication with Canada and the U.S.

The Western Union Telegraph Co. has lowered the rates between points in Canada and the U.S. which are comparatively near the border line, from 40c. for ten words to 30c., this reduction also affecting the night lettergram rates between the same points.

A meeting of superintendents of the various divisions of the C.P.R. telegraph system of the western lines, was held in the office of B. S. Jenkins, General Superintendent, C.P.R. Telegraphs, Western Lines, Winnipeg, July 15, for the discussion of proposed extensions and betterments of the service. It is stated that similar conferences will be held annually.

The Dominion Telegraph Co., held its annual meeting at Toronto, July 10. The financial statement for the year shows a credit balance of \$292,993.57. The company's lines are operated under lease by the Great North West Telegraph Co. for 99 years, at an annual rental of \$60,000, this amount being distributed to the shareholders in the form of dividend. The directors were re-elected for the current year.

D. Coons, Superintendent, Alberta Division, C.P.R. Telegraphs, is reported to have stated in Lethbridge, July 2, that telegraph lines were to be extended, at once, to Cardston, making a direct circuit to Calgary. Poles are being distributed along the route, and it is hoped to have the work completed in 30 days after commencing. Agents will be placed at Raymond, Magrath, Spring Coulee, Cardston and other points.

The Judicial Committee of the Privy Council decided, in London, Eng., July 10, that the contract between the Newfoundland Government and the Commercial Cable Co., of Feb. 1909, is valid, and binding on the Government. The contract was entered into by the last Government just before its defeat, and was repudiated by the present Government, which repudiation was upheld by the Newfoundland Supreme Court.

The matter of placing the Great North Western Telegraph Co.'s wires underground at Sparks St., Ottawa, was again before the city board of control, July 11. Some time ago the city agreed to pay the G.N.W. Telegraph Co., which has perpetual wire rights on Sparks St., \$9,000 to have its wires placed underground in conduits, but the city solicitor recently wrote to the board of control to the effect that if the matter were taken to the Board of Railway Commissioners, it was probable that the company would be ordered to place the wires underground at its own expense or to pay rent for the use of the city conduits.

The Quebec Public Utilities Commission applied to the Board of Railway Commissioners, July 15, for an order directing the Great North West Telegraph Co., and the C.P.R. to comply with the Utility Commission's order respecting overhead wiring and precautions against fire. E. W. Beatty, General Solicitor for the C.P.R. questioned the Board's jurisdiction, and Assistant Chief Commissioner Scott announced that a letter had been received from the G.N.W.T. Co. agreeing to carry out the work. Ultimately the C.P.R. also agreed, and the case was recalled, the Board, in the meantime, being doubtful of its jurisdiction in the matter.

G. D. Perry, General Manager, Great North West Telegraph Co., who was in Ottawa recently, is reported to have stat-