

**Among the Express Companies.**

The Canadian Ex. Co. has been registered under the act respecting foreign corporations, to carry on business in Saskatchewan.

The Adams Ex. Co. is stated to be considering the question of opening an office in Vancouver, B.C., for the handling of import and export freight only.

The Board of Railway Commissioners has approved the standard tariff of maximum mileage tolls between all offices of the Alberta Ry. and Irrigation Co.'s express department.

The Canadian Northern Ex. Co. has resumed service west of Kindersley, Sask., and is receiving shipments for Alask, Fairmount, Harwell, Marengo, Merid and Pinkham, Sask.

J. D. Chilman, a former employe, and J. Acheson were committed for trial at Hamilton, Ont., Dec. 20, in connection with the recent robbery of about \$8,000 from the Canadian Ex. Co. there.

The Board of Railway Commissioners has extended the delivery and collection limits for express companies in Walkerville, Ont., to include all territory bounded on the north by the Detroit River, on the east by Maisonsville Road and on the south by Edna St.

The Dominion Ex. Co. is suing A. Dini, a steamship agent in Montreal, for \$3,998.59 for money orders supplied to him as its agent. The defence put in by Dini, is that he never sold nor issued any Dominion Ex. Co.'s money orders, nor had anyone any authority to sign his name to such orders.

In connection with the complaint of the town of Montcalmville, Que., before the Quebec Public Utilities Commission, respecting the delivery and collection limits of the Dominion and Canadian Ex. Cos., as mentioned in our last issue, the commission has decided that it has no jurisdiction in the matter, the companies being controlled by the Board of Railway Commissioners.

The British Columbia Ex. Co. is building another steamboat, and will operate it on the Fraser River, between Tete Jaune Cache, at the head of navigation, over the Yellowhead Pass, and Fort George. The company's other vessel is running between Soda Creek and Ashcroft, 200 miles east of Vancouver. A. Hutchison and C. Millar, of Toronto, are President and Manager respectively, and Willis West is Superintendent at Ashcroft, B. C.

The Board of Railway Commissioners passed the following order, 15411, dated Dec. 17, re application of W. J. Guest Fish Co. of Winnipeg, complaining that the Dominion Express Company had increased the rate on fresh fish, exclusive of ice, from Gimli to Winnipeg, from 60 to 80 cents per 100 lbs., and applying for an order directing the company to readjust its fish rates in Manitoba. It is ordered that the Dominion Express Co. forthwith restore, as a special tariff, its so-called Standard Tariff C.R.C. 15, from 26 to 170 miles, inclusive, in effect prior to Oct. 15, 1911, and in so doing, that it define more clearly the points between which the said tariff shall apply.

In accordance with the Board of Railway Commissioners' recent order, as given in our last issue, in connection with interchange business and through waybilling, the express companies have issued instructions to agents, etc., that commencing Jan. 1, shipments forwarded from common or exclusive points destined to offices of other companies in Canada, must be waybilled through to destination. Shipments destined to station shown as star stations in the tariffs, points on railways where there are no agents, and prepaid packages, must be waybilled direct to

such stations. On shipments subject to graduate charges and carried between offices in Canada, one or both of which offices being exclusive, the through charge will be the single graduate based on the combined merchandise rate per 100 lbs. from point of origin to destination, by way of the transfer point named in the transfer tariff, which produces the lowest through charge, with a minimum through charge of 60c except that between points where the combined rates on merchandise are less than \$2 per 100 lbs. the minimum through charge will be the graduated charge under \$2 per 100 lbs., provided that in no case shall the charge on less than 100 lbs. be more than for 100 lbs. at the through rate, nor more than the sum of the local graduated charges. Between common points, where a joint through merchandise rate is in effect, the minimum through charge will be the same as if carried by one company. Agents are instructed that it is important that forwarding offices note on the waybill the transfer point through which the charge is figured, also the 100 lbs. rate of each company to and from the transfer point, the name of the place where the shipment is transferred to or received from another company. Through charges will be pro-rated on the basis of the local merchandise rate of each company. No company, however, will receive less than 10c, except where two or more companies perform service in competition with one company.

**Telegraph and Cable Matters.**

The Board of Railway Commissioners will sit at Ottawa, Jan. 8, and proceed with the general enquiry into the tariffs of tolls of telegraph companies and the settlement of proper forms for telegraph companies to use.

The Premier stated in the House of Commons recently that the Dominion Government had approved of the proposal to lay a direct cable from Auckland, New Zealand, to Sydney, Australia, and that Canada would pay five-eighths of the deficits arising out of its operation.

The Michigan Central Rd. station agents, telegraph and telephone operators in Canada have applied to the Department of Labor for the appointment of a conciliation board to take up matters connected with their working conditions and rates of pay, with a view to arranging a new schedule.

The Board of Railway Commissioners has extended the time within which the North American Telegraph Co., Bell Telephone Co., White Pass and Yukon Route, Canadian Pacific Telegraph Department, Grand Trunk Pacific Telegraph Co., Canadian Northern Telegraph Co., and Great North Western Telegraph Co. may charge the telegraph and telephone tolls which they were, immediately previous to July 13, 1906, authorized to charge, by 7 and 8, Ed. VII., ch. 61.

C. Bright, a son of the late Sir Charles T. Bright, who laid the first Atlantic cable, recently gave an address before the London, Eng., Chamber of Commerce, in which he advocated the appointment of a commission with overseas representation to investigate the question of Imperial telegraphs. It was eventually decided to make strong representations to the Government to co-operate with the various Dominion Governments, and especially with Canada, for the establishment of an independent and strictly all-British transatlantic cable and land line connecting with the Pacific cable.

The following changes of the C.P.R. telegraph officials are announced:—  
F. J. Mahon, heretofore Superinten-

dent, Atlantic Division, St. John, N.B., has been appointed Superintendent, Eastern Division, Montreal, vice J. F. Richardson, transferred.

J. T. Tait, heretofore Superintendent, Manitoba Division, Winnipeg, has been appointed Assistant to the General Superintendent, Western Lines, Winnipeg.

J. McMillan, heretofore Superintendent, Alberta Division, Calgary, has been appointed Superintendent, Manitoba Division, Winnipeg, vice J. T. Tait, promoted.

D. Coons, heretofore Inspector, Manitoba Division, Winnipeg, has been appointed Superintendent, Alberta Division, Calgary, vice J. McMillan, transferred.

J. F. Richardson, heretofore Superintendent, Eastern Division, Montreal, has been appointed Superintendent, British Columbia Division, Vancouver, vice J. Fletcher, reported to have been appointed Superintendent of Traffic, Eastern Division, Montreal.

The P. Lyall and Sons Construction Co. has been incorporated under the Dominion Companies Act with \$3,250,000 capital and office at Montreal, to carry on an engineering, railway and general contracting business. The provisional directors are:—E. Languedoc, E. R. Perkins, A. C. Calder, S. G. Dixon, J. M. Montle, R. Brodeur, W. Taylor, Montreal.



**NOTICE TO CONTRACTORS.**

**Tenders for Rails and Fastenings.**

SEALED TENDERS, addressed to the undersigned, and marked on the envelope "Tender for Rails" and "Tender for Rail Fastenings," as the case may be, will be received at the office of the Commissioners of the Transcontinental Railway, Ottawa, Ont., until 12 o'clock noon of the 24th day of January, 1912, for approximately 14,468 gross tons of 80 lb. steel rails and the necessary rail fastenings.

Tenders must be made on the forms supplied by the Commissioners, which, with information with respect to the deliveries required, may be had on application to Mr. Gordon Grant, Chief Engineer, Ottawa, Ont.

Tenders must be signed and sealed by all the parties to the tender and witnessed, and be accompanied by an accepted cheque on a chartered bank of the Dominion of Canada, payable to the order of the Commissioners of the Transcontinental Railway for a sum equal to ten per cent. (10 p.c.) of the amount of the tender.

The right is reserved to reject any or all tenders.

Newspapers inserting this advertisement without authority from the Commissioners will not be paid for it.

By order,  
P. E. RYAN,  
Secretary.

The Commissioners of the  
Transcontinental Railway.

Dated at Ottawa, December 13th, 1911.

NOTICE IS HEREBY GIVEN that the Grand Trunk Railway Company of Canada will apply to the Parliament of Canada, at its present Session, for an Act confirming and declaring to be legal and binding the agreement made the 1st day of December, 1911, between the Temiskaming and Northern Ontario Railway Commission and the said Company, providing for the joint use by the parties thereto, upon the terms in said agreement set forth, of the line of railway of the Commission between North Bay and Cochrane, and authorizing the said Company to run and operate its trains over and upon that portion of the line of railway constructed by the Commission from a point at or near Nipissing Junction to North Bay.

Dated at Montreal, this 5th day of December, A.D. 1911.

W. H. BIGGAR,  
Solicitor for the Applicant.