

Wooden Shipbuilding in Canada for Foreign Countries.

Following is a complete list of licenses granted by the Dominion Marine Depart-

ment up to Nov. 16 for building wooden steamships for export:—

Date.	Builder.	Vessels.	D.W. Tons.	For
Mar. 14—	British American Shipbuilding & Engineering Co., Vancouver, B.C.	20 steamships	3,000	Norway
June 3—	LeClaire Shipbuilding Co., Sorel, Que.	4 aux. schooners	1,200	Norway
July 18—	Three Rivers Shipyards, Ltd., Three Rivers, Que.	25 vessels	3,000	France
July 18—	LeClaire Shipbuilding Co., Sorel, Que.	3 motor vessels	1,000	Norway
Sept. 6—	LeClaire Shipbuilding Co., Sorel, Que.	2 aux. schooners	1,200	Norway
Sept. 12—	Davie Shipbuilding & Repairing Co., Lauzon, Que.	12 steam barges	1,500	France
Sept. 12—	Fraser, Brace & Co., Montreal.	8 steam barges	1,500	France
Sept. 12—	New Westminster Engineering & Construction Co., New Westminster, B.C.	5 steam barges	1,500	France
Sept. 12—	Wm. Lyall Shipbuilding Co., Vancouver, B.C.	8 steam barges	1,500	France
Sept. 12—	Pacific Construction Co., Port Coquitlam, B.C.	2 steam barges	1,500	France
Sept. 12—	Northern Construction Co., Vancouver, B.C.	5 steam barges	1,500	France
Sept. 12—	National Shipbuilding Corporation, Three Rivers, Que.	10 steam barges	1,500	France
Oct. 12—	Foundation Co., Victoria, B.C.	20 steamships	3,000	France
Oct. 12—	Davie Shipbuilding & Repairing Co., Lauzon, Que.	1 steamship	1,500	Greece
Nov. 2—	New Westminster Engineering & Construction Co., New Westminster, B.C.	3 steamships	3,200	Belgium
Nov. 2—	Northern Construction Co., Vancouver, B.C.	4 steamships	3,200	Belgium
Nov. 2—	Pacific Construction Co., Port Coquitlam, B.C.	3 steamships	3,200	Belgium

Total, 135 vessels; 313,700 tons d.w. capacity.

Increase in Express Rates in the United States.

The Interstate Commerce Commission, in its decision announced recently with reference to proposed increase in express rates, indicates that the plan proposed constitutes a justifiable method of dealing with the necessities of the situation unless the Director General of U. S. Railroads should reduce the percentage basis of compensation which the express company is to pay the Director General or unless he should make what is in effect a similar change in the contract by providing that only half of the proposed increase in rates shall be made and that the entire increase thus made shall inure to the benefit of the American Railroad Express Co. These alternatives had already been carefully considered by the Director General, and the conclusion was reached that neither alternative was justifiable in the circumstances.

The contract between the Director General and the express company provides that the company shall pay to the government for the express privileges accorded to it by the Director General 50.25% of the gross revenues from the express business. This percentage represents the average which has been paid for 10 years by the express companies to the railways, and it is fair to assume that this percentage represents what is required for the performance of that part of the total service which has been performed by railways in the past. Moreover, the heavy increases in operating costs on the railways have necessitated substantial increases in freight and passenger rates averaging probably 25% or more, and averaging in the case of many passenger rates as much as 50%. In such circumstances it is clearly unwise to make an actual reduction in the basis of the government's compensation for the express privileges accorded to the express company for services on passenger trains. By the preservation of the present established basis of compensation for the express privileges, the increase in revenue of the U. S. Railroad Adminis-

tration from the carrying of express business on passenger trains will be no greater than the increased revenue paid for transportation of passengers and their baggage, and such increase from the express business is just as appropriate and necessary as the increase from the passenger business.

Another consideration of first importance is that the relatively low rates for freight rates. The result of this undue transportation of express matter have had the effect of transferring to passenger trains the transportation, as express, of many articles and commodities which ought normally to go by freight. This tendency has been accentuated by the substantial increases recently made in transfer of freight matter to passenger trains has been to congest and delay the passenger train service. The proposed increase in express rates will probably fall short of establishing a proper relation between express rates and freight rates, and certainly on this account no less increase in express rates than is proposed would be advisable.

The entire amount of this increase which will inure to the express company is to be used for making necessary increases in wages of express employees. The portion of the increase which will inure to the U.S. Railroad Administration will be no more than is needed to provide for heavy increases in operating cost fairly chargeable to the express business.

Among the Express Companies.

P. H. Findlay has been appointed Agent, Dominion Ex. Co., Cobalt, Ont., vice A. F. Robertson, transferred.

A. F. Robertson, heretofore Agent, Dominion Ex. Co., Cobalt, Ont., has been appointed Agent, Sault Ste. Marie, Ont., vice J. M. Boivin, resigned.

J. W. Proulx, heretofore in General Agent's office, Canadian Ex. Co., Montreal, has been appointed route agent, vice W. G. Everett, who was appointed agent at St. John, N.B., in June.

The U.S. Railroad Administration has

announced that the American Railway Ex. Co., under a new agreement, will receive 49% of all express operating revenue, the railways receiving the balance.

Edward Allen, Superintendent, Canadian Ex. Co., Toronto, whose death was announced in our last issue, left an estate of \$16,091, including \$5,000 insurance, which, with the residue of the estate, was left to his widow, the rest being divided equally between three daughters.

The Express Traffic Association of Canada, as representing the Canadian express companies, has applied to the Board of Railway Commissioners for permission to increase express rates by 25% over the present rates per 100 lb. for points west of Sudbury, Ont., and by 37% for points east thereof.

The litigation between the British Columbia Express Co., and the Grand Trunk Pacific Ry., in connection with the construction of certain bridges across the Fraser River by the latter, and which the express company claims interfere with its business, has been ended, with the decision of the judicial committee of the Imperial Privy Council, in favor of the G.T.P.R. This matter has been before the courts for over four years, the judgment in the original trial being against the B.C. Ex. Co.'s contentions. This was reversed on appeal, and a further appeal restored the original judgment, which has been upheld in the final judgment. The bridges in question are all across the Fraser River, one just below the junction of the Nechaco River, and one each at mileage 142 and 189 on the G.T.P.R.

Trade and Supply Notes.

The matter which appears under this heading is compiled, in most cases, from information supplied by the manufacturers of, or dealers in, the articles referred to, and in publishing the same we accept no responsibility. At the same time we wish our readers distinctly to understand that we are not paid for the publication of any of this matter, and that we will not consider any proposition to insert reading matter in our columns for pay or its equivalent. Advertising contracts will not be taken with any condition that accepting them will oblige us to publish reading notices. In other words, our reading columns are not for sale, either to advertisers or others.

Independent Pneumatic Tool Co., Chicago, Ill., has issued circular 28 describing and illustrating the Thor pneumatic and electric tools in detail, with complete specifications.

Independent Pneumatic Tool Co., Chicago.—Roger C. Sullivan has been elected a director, chairman of the board, and also a member of the executive committee, to fill vacancies caused by the death of John P. Hopkins.

Prest-O-Lite Co. of Canada, Ltd.—The storage battery and compressed acetylene gas manufacturing business, carried on hitherto in Canada by Prest-O-Lite Co., Inc., has been transferred to Prest-O-Lite Co. of Canada, Ltd., which has been incorporated under Canadian law, with an authorized capital of \$800,000. The company's headquarters is in its own building, Elm St. and Centre Ave., Toronto, where its welding and cutting equipment is made and marketed. It has plants for manufacturing Prest-O-Lite compound acetylene at Shawinigan Falls, Que., Merriton, Ont., and St. Boniface, Man., and has an office and warehouse in Montreal and a sales office in Winnipeg. R. H. Combs, who has been with the Prest-O-Lite Co., Inc., since 1908, in various capacities, has been appointed Manager of the new Canadian company.