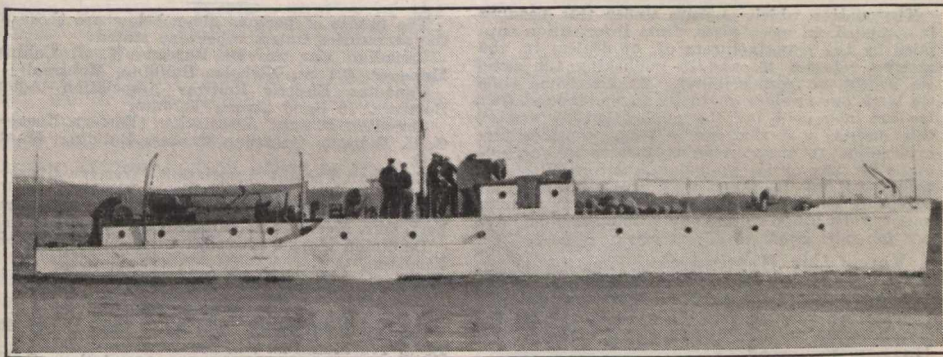


Outturns of Grain Cargoes on the Great Lakes.

Canadian Railway and Marine World for May gave some details of the agreement arrived at between the Grain Clearance Corporation of Buffalo and its subscribers, relative to the methods of dealing with the outturns of grain cargoes in international business and on business purely between U. S. ports. The business between Canadian ports is covered by the regulations adopted by the Grain Commission for Canada. Under this agree-

corporation be directed to terminate its business and give notice of such termination and withdrawal of its contracts to subscribers and other parties in interest. Accordingly, you are hereby notified that while we regret such action is necessary, we withdraw our contract with you so far as boats loaded after June 30 are concerned, and that we now discontinue business and will wind up the affairs of the company as soon as possible, settling the unpaid accruing shortages so far as our assets will permit, or paying pro rata in case the assets are not sufficient to pay in full."



A Submarine Chaser on the St. Lawrence River.

ment the contribution of the subscribing vessels was at the rate of half a bushel per 1,000 bush. from and to all ports. To provide funds for operation vessels were to pay \$200 on first arrival with grain cargo, and the rates of 12c and 24c under the previous year's contract were increased to 15c and 30c respectively. During this season, the run of shortages has been tremendous, while the over runs have been in comparison infinitesimal. In view of this, the Grain Clearance Corporation issued a circular to its subscribers, June 28, as follows:

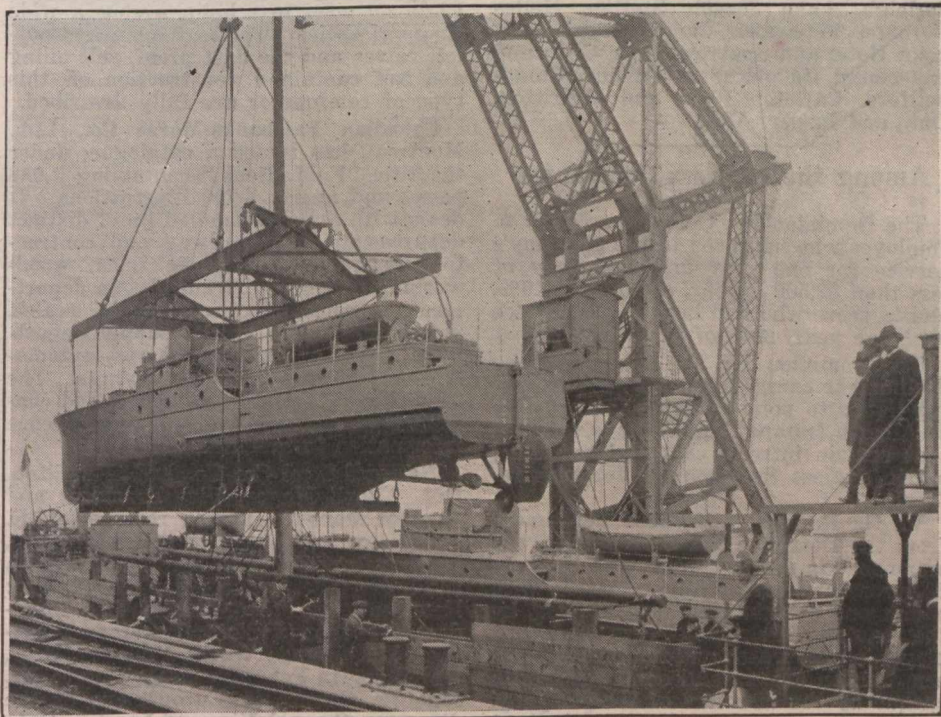
"At a conference held at Buffalo, N.Y., June 28, between the Grain Clearance Corporation and representatives of the United States and Canadian carriers subscribers to our 1917 contract, the results of this season's business were laid before them, showing that the shortages were running more than a bushel to the thousand and that the shortages so far have amounted to approximately \$77,377.20, as against overruns of only \$8,846.89; and that the unpaid shortage balances amounted to approximately \$16,000, with the only uncollected assets the amount due from the Canadian shipping elevators at Fort William and Port Arthur, on their allowance of one-sixth bushel to the thousand, which would in all probability fall short of meeting the unpaid losses anywhere from \$1,000 to \$5,000; and, therefore, as the heavy ratio of losses was continuing, the company could not continue business with fairness to its subscribers. It was the sense of the conference that the Grain Clearance Corporation should discontinue its business and wind up its affairs, carrying out its contracts with reference to ships loaded before midnight June 30, so far as its assets and collections would enable it to do. The directors met later in the day, and after consideration of the reports and the sense of the conference, resolved that the Grain Clearance Corporation pay no further shortages or losses until after all shipments loaded prior to midnight, June 30, shall have been received and unloaded and the total amount of shortages and losses of the corporation be ascertained; and that the managers and officers of the

On Canadian business, the report to the Grain Commission covering business between June 11 and 25, shows there were 138 cargoes unloaded at all ports, including Buffalo, and only 22 overruns. The Dominion Marine Association has taken the matter up with the Grain Com-

Wireless Telegraph Operators on Pacific Coast Vessels.

The board of conciliation appointed to enquire into the complaint of employees of Marconi Wireless Telegraph Co. of Canada, engaged on vessels operating on the Pacific coast, reported recently. Twenty-three operators were affected; of these 7 were paid \$30 a month; 8, \$35; 6, \$40; 1, \$55; and 1, \$60; the two latter being engaged on trans-Pacific vessels, where a minimum of \$40 a month obtains. The employees complained that the salary was insufficient, that there was lack of proper accommodation on the coastwise vessels, that the annual holiday and the uniform allowance has been discontinued, and that there was unfair discrimination by the company's Pacific coast manager. They claimed that the minimum wage should be \$60 a month rising by annual increments to \$80. J. H. Lauer, General Manager, offered a minimum wage of \$40 a month, with annual increases up to \$60.

The board considered that the evidence fairly established the employees' claims, with the one possible exception of unfair discrimination by the local manager, on which it would express no opinion. It also considered the amounts of monthly pay suggested by the employees as excessive, and those suggested by the company, low, the revenue being satisfactory and the margin of profit a fair one, though it contended that the financial position of a company should not be the deciding factor in arriving at a fair wage scale. It was unanimously recommended that from May 1, 1917, the minimum



Loading of Submarine Chaser on Transport for England.

mission to see if it has any explanations or suggestions to offer in view of the extraordinary situation.

The Beaver Tow Boat Co., Ltd., has been incorporated under the British Columbia Companies Act, with \$15,000 authorized capital and office at Vancouver, to own and operate steam and other vessels, to carry on a general tugboat business, and to transport mails, passengers and merchandise.

wage paid be \$45 a month, after a year of service, \$50; after 2 years, \$55; and after 3 years, \$60; that the company investigate the accommodation furnished on the vessels and see that the terms of the contract are adhered to and that complaints of poor accommodation receive prompt attention; that after a year of service each employe be granted 2 weeks holiday in each year with full pay, or in lieu thereof, 2 weeks pay extra; that each employe be granted \$30 annually for