

Among the Express Companies.

The Board of Railway Commissioners has extended the express delivery and collection limits for Calgary, Alta., as defined in order 15149, Sept. 8, 1911, by including Rideau Road, from Mission Bridge to the Emery Floral Co.'s green-houses.

The Canadian Ex. Co. announced Mar. 18, that, under instructions by the Ontario Government, no more intoxicating liquors would be carried by it to points on the Timiskaming & Northern Ontario Ry. As the carriage and delivery of intoxicating liquors to and in Ontario, is prohibited by law, after Mar. 31, this was only anticipating the law by a few days.

The Board of Railway Commissioners issued order 27036, Feb. 26, directing that the Dominion Ex. Co.'s special mileage tariff for the carriage of cream of in British Columbia, be extended beyond 75 miles, as follows:—75 to 100 miles, 5 gal. can, 40c.; 8 gal. can, 45c.; 10 gal. can, 60c.; 100 to 150 miles, 5 gal. can, 50c.; 8 gal. can, 55c.; 10 gal. can, 68c.; 150 to 200 miles, 5 gal. can, 60c.; 8 gal. can, 65c.; 10 gal. can, 75c. The new rates are effective Apr. 1. The application for a reduction in the rates for cream for distances not over 75 miles, was refused.

Consequent on the death of J. A. D. Vickers, Vice President and General Manager, Western Lines, American Ex. Co., Chicago, Ill., the following changes have been announced:—C. D. Summy has been appointed acting General Manager, Western Lines, Chicago; W. E. Beckner has been appointed Assistant General Manager, Western Lines, Chicago. We have also been advised of the following changes:—W. G. Smith has resumed his duties as Manager, Central Department, Western Lines, Cleveland, Ohio; J. H. Gates has been appointed Manager, Northwestern Department, Western Lines, Chicago., and C. L. Chase, heretofore acting Manager, Northwestern Department, Chicago, has been appointed Manager, Southern Department, Western Lines, Chicago. In connection with the death of J. A. D.

Vickers, which was referred to in Canadian Railway and Marine World for March, the American Express Co.'s President, G. C. Taylor, issued the following circular: "With deep regret I record the death of J. A. D. Vickers, Vice President and General Manager of the company at Chicago, which occurred at his home on Feb. 17. He had been continuously in the express service since 1875, a period of 43 years, occupying the position of Vice President and General Manager for the last four years. Mr. Vickers won his high place in the express world by merit. Zealous for the interests of the company he represented, he never allowed his zeal to obscure his keen sense of justice in dealing with both his associates and the public. As an executive he exercised his authority with such kindness and modesty as to win the love and confidence of all those associated with him."

Printing Express Receipts in English and French.

Mention was made in Canadian Railway and Marine World for March, of a claim against the Dominion Express-Co. for \$150 for loss of baggage, on which the company had confessed judgment for its full liability of \$50, the plaintiff refusing same, on the ground that the shipping papers were in English, which he was unable to read, and claiming that they should have been in French. In delivering judgment for the plaintiff for \$50, as admitted by the company, Mr. Justice Archer dealt with the matter of the use of the dual languages on transportation papers, which is of sufficient importance to summarize as follows:—

The plaintiff, in answer to the defendants' plea, alleged that the receipt stating the conditions was in English, notwithstanding the law which obliges the company to publish its contracts and receipts in both languages, that he did not know English and did not understand the matter mentioned on the receipt, that the company's agent did not call his atten-

tion to the conditions and did not ask him to declare the value of the trunk and contents, and that he would have paid extra charges in respect of the value over \$50 had it been brought to his notice. The court considered that plaintiff knew that, besides the name and address which were inserted in lead pencil in the body of the receipt, there was other printed matter, and that therefore he was sufficiently put on his guard, and that if he could not read the document, he should have asked the agent to give him a receipt in French, to which he was entitled. He did not ask for a receipt in French, and it was therefore due to his own fault that he did not know of the special conditions on the receipt, which was a contract between himself and the company.

CANADIAN PACIFIC RAILWAY COMPANY.

Notice to Shareholders.

The Thirty-seventh Annual General Meeting of the Shareholders of this Company, for the election of Directors to take the places of the retiring Directors and for the transaction of business generally, will be held on Wednesday, the first day of May next, at the principal office of the Company, at Montreal, at Twelve o'clock noon.

The Common Stock Transfer Books will be closed in Montreal, New York and London at 3 p.m. on Tuesday, the ninth day of April. The Preference Stock Books will be closed in London at the same time.

All books will be re-opened on Thursday, the second day of May.

By order of the Board,
ERNEST ALEXANDER,
Montreal, March 11th, 1918. Secretary.

Freight and Passenger Steamers, Barges, Tugs, Vessels, Yachts, Lighters, Sand Suckers, Scows, etc. and Marine Machinery For Sale and Wanted. Write for Lists.

JOHN A. MOODY
London - - - Ontario

THE TORONTO, NIAGARA & WESTERN RAILWAY COMPANY.

Notice is hereby given that The Toronto, Niagara and Western Railway Company will apply to the Parliament of Canada, at its next session, for an Act extending the time wherein it may construct the lines of railway authorized by paragraphs (a) and (b) of section 2 of chapter 51 of the Statutes of Canada for the year 1916, shortly described as follows:—

- (a) Toronto to Hamilton.
- (b) Hamilton via St. Catharines to the International boundary line, with a branch to Port Colborne.

GERARD RUEL,
Chief Solicitor.

Toronto, 25th February, 1918.

THE CANADIAN NORTHERN ONTARIO RAILWAY COMPANY.

Notice is hereby given that the Canadian Northern Ontario Railway Company will apply to the Parliament of Canada, at its next session, for an Act extending the time wherein it may construct the line of railway authorized by paragraph (b) of section 2 of chapter of the Statutes of Canada for the year 1916, shortly described as follows:—

From a point on its authorized line between Port Arthur and Sudbury, near the head of Long Lake, thence northerly and westerly to a junction with the National Transcontinental Railway east of Lake Nipigon.

GERARD RUEL,
Chief Solicitor.

Toronto, 5th March, 1918.

JOHNS-MANVILLE PRODUCTS

- | | | |
|----------------------------|------------------------------------------|--------------------------------------------|
| Roofing and Sill Coverings | Magnesia & Fire Felt Locomotive Laggings | Asbestos Cements |
| Packings | Flexible Armored Squirt | Brake Linings and Asbestos Metallic Blocks |
| Pipe Coverings | Suction, Tank, Hose | Electrical Supplies |
| Transite Smoke Jacks | Air Brake Expander Ring | Mastic Flooring |
| Transite Asbestos Wood | J-M Manual Slack Take-up for Air Brakes | Fire Extinguishers |
| Waterproofing | Steel Car Insulation | Vitribestos Stack Lining |
| Cork | Underground Conduit | Refrigerator Car Insulation |
| Fibre Conduit | | Asbestos Fire Felt |
| Steam Traps | | |

THE CANADIAN H. W. JOHNS-MANVILLE CO., LIMITED
TORONTO MONTREAL WINNIPEG VANCOUVER

Are You in the Market for Trolley Catchers, Retrievers, Bases or Head Lights

We manufacture Knutson No. 5 Trolley Retriever, Knutson No. 2 Trolley Retriever, The Ideal Trolley Catcher, The Simplex Trolley Base, The Peerless No. 10 Roller-bearing Trolley Base, The Peerless Check Valve, The Peerless Junior Head Light, The Perfect Head Light, The Hollis Safety Fender, No. 3 Detachable Fender.

Trolley Supply Co.
CANTON, OHIO

