

St. Lawrence & Chicago Steam Navigation Co.'s Annual Meeting.

Following are extracts from the report for the year 1911, presented at the annual meeting in Toronto, Jan. 10:—

The season of 1911 was not generally a very profitable one to vessel interests. A large number of freight steamships usually employed on the lakes were laid up on account of inability to secure profitable cargoes. Your steamships, however, have been kept regularly employed, although at low rates, but the increased rates prevailing in November gave a fair profit, making the season's business on the whole fairly satisfactory, and the prospect of increased business in 1912 gives some encouragement for the future.

Acting on the authority granted at the last annual meeting, your directors insured a proportion of the risk on the steamships under a modified form of policy at a reduced rate, and as our steamships had no accidents, nor required docking during the season, we have saved a large sum, which, added to our insurance fund, makes the total at credit of that fund now \$53,802.30, and it is the intention of your directors to continue the same policy, unless insurance rates are reduced to a reasonable basis.

The directors from the earnings of the season have paid a dividend of 5%, and, after providing for same, have carried forward \$5,433.63 to the credit of profit and loss, making a balance at credit of that account of \$141,476.72.

ASSETS.

Five steamships, viz.: Algonquin, Iroquois, W. D. Matthews, G. R. Crowe, E. B. Osler	\$1,000,000.00
Freights and accounts receivable ..	17,786.22
Balance in bank	37,584.80
	\$1,055,371.02
LIABILITIES.	
Capital stock	\$ 860,000.00
Accounts payable	92.00
Insurance fund	53,802.30
Balance of profit and loss carried forward	141,476.72
	\$1,055,371.02

PROFIT AND LOSS ACCOUNT.

Balance brought forward, Jan. 3, 1911	\$136,042.89
Steamships' earnings	\$62,210.74
Interest	456.85
	62,667.59
Cost of management, viz.: salaries, taxes, office rent, directors and auditors' fees, etc.	\$ 14,233.76
Dividend 5%, payable Jan. 2, 1912.	43,000.00
Balance carried forward	141,476.72
	\$198,710.48

The directors, who were re-elected for the current year, are:—President, W. D. Matthews; Vice President and Secretary, J. H. G. Hagarty; Managing Director, A. A. Wright; other directors, Jas. Carruthers, Capt. S. Crangle, G. R. Crowe, C. S. Gzowski, Sir Edmund Osler.

Vessels Removed from the Register.

The following vessels were removed from the Canadian register during December, 1911, for the reasons assigned:—Steam—Athens, Victoria, B.C., 8 tons, stranded; Bonanza, Vancouver, B.C., 74 tons, sunk; Circassian, Ottawa, 5 tons, out of existence; Clipper, Ottawa, 3 tons, out of existence; D. W. Gordon, Victoria, B.C., 6 tons, burnt; Eva, Montreal, 4 tons, burnt; Eva, Port Hope, Ont., 12 tons, burnt; Eva Belle, Collingwood, Ont., 7 tons, burnt 15 years ago; Evangeline, Montreal, 16 tons, burnt; Elswood, Kingston, Ont., 17 tons, out of existence; Fern, Vancouver, B.C., 17 tons, burnt; Governor Morton, Port Stanley, Ont., 10 tons, burnt; Grenada, Prescott, Ont., 43 tons, broken up; Harvey Neelon, St. Catharines, Ont., 47 tons,

burnt; Helen, Goderich, Ont., 3 tons, out of existence; Help, Liverpool, N.S., 78 tons, stranded; Ida, Quebec, 9 tons, broken up; Irene, Ottawa, 2 tons, out of existence; Iroquois, Victoria, B.C., 94 tons, foundered; Janet Craig, Ottawa, 6 tons, out of existence; John McDonald, Ottawa, 16 tons, out of existence; Juno, Ottawa, 8 tons, broken up; Kate, Sault Ste. Marie, Ont., 30 tons, burnt; Kate Marks, Sault Ste. Marie, Ont., 43 tons, abandoned as worthless in 1900; Lady Dufferin, Chatham, N.B., 29 tons, broken up; Little Jem, Port Dover, Ont., 2 tons, out of existence; Lizzie, Ottawa, 1 ton, out of existence; Lothair, Port Hope, Ont., 281 tons, out of existence; Marina, Yarmouth, N.S., 16 tons, stranded; North America, Charlottetown, P.E.I., 99 tons, wrecked; Petrel, Winnipeg, 94 tons, wrecked; Plover, Montreal, 27 tons, broken up; R-Tis-3, Charlottetown, P.E.I., condemned; Wasaga, Collingwood, Ont., 1108 tons, burnt. Sailing—A. Gauthier, Ottawa, 137 tons, out of existence; Colborne, Montreal, 302 tons, broken up; Ethel Aggie, Charlottetown, P.E.I., 48 tons, wrecked; Germaine, Montreal, 87 tons, broken up; Hattie Muriel, St. John, N.B., 85 tons, wrecked; Jubilee, Charlottetown, P.E.I., 76 tons, sold to foreigners; Julie Plant, Lunenburg, N.S., 62 tons, broken up; Loyal, Lunenburg, N.S., 99 tons, stranded; Marconi, Liverpool, N.S., 199 tons, abandoned at sea; Margaret S., Lunenburg, N.S., 63 tons, transferred to Newfoundland; Marguerite, Yarmouth, N.S., 57 tons, broken up; Maria, Chatham, N.B., 28 tons, lost; Muriel, Lunenburg, N.S., 110 tons, stranded; Nahada, Lunenburg, N.S., 94 tons, transferred to Newfoundland; Naiad, Sarnia, Ont., 276 tons, abandoned; R. W. Smith, Lunenburg, N.S., 74 tons, broken up; Reliance, Shelburne, N.S., 192 tons, wrecked; Renown, Lunenburg, N.S., 79 tons, lost at sea; St. Patrick, Halifax, N.S., 27 tons, wrecked; Scud, St. John, N.B., 56 tons, broken up; Sweet Marie, Charlottetown, P.E.I., 77 tons, wrecked.



TENDERS.

SEPARATE TENDERS addressed to the undersigned, at Ottawa, and endorsed on the envelope either "Tender for Bucket Dredgers," "Tender for Hopper Barge," "Tender for Compound Engines," or "Tender for Dredge Buckets, etc." will be received up to noon of the Twenty-sixth day of February, 1912, for the following:—1. The construction of one or two Steel Single Screw Bucket Dredgers, to be delivered at Sorel. 2. The construction of a Steel Single Screw Hopper Barge, to be delivered at Sorel. 3. The construction of one set of Compound Steam Engines to develop 450 indicated horse-power for dredge No. 37, to be delivered at Sorel. 4. The furnishing of fifty Steel Rock Digging Buckets, Cast Steel Links and Manganese Bucket Pins, to be delivered at Sorel. Tenders may be submitted for one or all of the four items, but in any case a separate tender must be submitted for each item indicated above.

Full information and specifications in connection with the above can be procured on application from the Purchasing and Contract Agent, Department of Marine and Fisheries, Ottawa. There are no special tender forms in connection with this work. Each tender must be accompanied by an accepted bank cheque in favor of the Deputy Minister of Marine and Fisheries equal to ten per cent. (10 p.c.) of the value of the item or items tendered on, which cheque will be forfeited if the successful tenderer declines to enter into a contract with the Department or fails to complete the work contracted for in accordance with the contract to be prepared by the Department. Cheques accompanying unsuccessful tenders will be returned. The Department does not bind itself to accept the lowest or any tender. Newspapers inserting this advertisement without authority will not be paid for same.

ALEXANDER JOHNSTON,

Deputy Minister of Marine and Fisheries.

Among the Express Companies.

R. Paton McLea, of Montreal, has been elected Vice President, Dominion Ex. Co., to succeed the late C. F. Smith.

The Board of Railway Commissioners has fixed the collection and delivery limits for express companies in Brighton, Ont., and Stratheona, Alta.

The Canadian Northern Ex. Co. has opened an office at Fork River, Man., and has closed its offices at Bellevue, Man., and Carlsberg, Sask.

C. Powers, a Canadian Ex. Co. driver and messenger at Winnipeg, was arrested recently on a charge of theft of \$10,000. He claims that he was made intoxicated by two men and robbed.

The charges against J. D. Chilman and J. Acheson, of robbing the Canadian Ex. Co.'s office at Hamilton, Ont., of about \$8,000, were heard Jan. 14. The latter was acquitted, and the former found guilty of receiving part of the proceeds, and sentenced to one year's imprisonment.

The Board of Railway Commissioners on Jan. 10, ordered the Canadian Ex. Co. to file, before Jan. 25, a tariff abolishing the extra charge between Picton, N.S., and Charlottetown, P.E.I., except when it may be necessary, owing to weather conditions, for traffic to be carried to Georgetown, P.E.I.

The Canadian Ex. Co., Jan. 15, commenced operating over the Temiskaming and Northern Ontario Ry., between North Bay and Cochrane, and has opened offices, with regular agents, at Cobalt, Charlton, Cochrane, Dane, Diver, Earleton, Englehart, Gillies Depot, Hailbury, Heaslip, Iroquois Falls, Latchford, Matheson, Mulock, New Liskeard, North Cobalt, Porcupine, South Porcupine, Swastika, Thornton, Tomiko, Timagami, Uno Park, and Widdifield. Arrangements have also been made to handle traffic for Elk Lake, via stage from Charlton, in the winter, and by boat and stage from Latchford in the summer.

The Dominion Ex. Co., in connection with the recent order of the Board of Railway Commissioners as to the free return of empty packages, quoted on another page, has issued instructions to its agents, pointing out that empties which have been forwarded full over the company's system, and entitled to free return under the classification effective prior to Mar. 1, 1911, and outstanding at that date, may be returned free until Nov. 1, 1912, provided that each shipper entitled to free return of such empties, files with the company a statement showing the dates the full packages were shipped, to what points, the names of the persons, and the number of packages, which must be verified by the agent from his books.

Telegraph and Cable Matters.

The C.P.R. has erected a duplicate wire between Merritt and Vancouver, B.C.

The Canadian Northern Telegraph Co. has closed its office at Carlsberg, Sask.

E. Rawlings, director, Montreal Telegraph Co., died in Montreal, recently, aged 72.

The Board of Railway Commissioners commenced its enquiry into the question of telegraph tolls, at Ottawa, Jan. 8.

J. A. Wisely, heretofore chief operator, has been appointed local manager, C.P.R. Telegraphs, Halifax, N.S., vice W. M. Godsoe, promoted.

L. H. McNamara, publisher of the Bruce Herald, has been appointed agent, Great North Western Telegraph Co., Walkerton, Ont., succeeding his father, M. McNamara, deceased.