

and proceeded; 2 p.m., picked up fog alarm keeper at Pointe des Monts; 3.10 p.m. arrived Godbout and took passenger; 3.25 p.m. proceeded up; 4.15 p.m. arrived English Bay, landed passengers and freight; 10 p.m. proceeded on way up; midnight, course s. 72 w., time steaming 13½ hours, distance 142 miles.

Mar. 17.—Off Metis. Weather rainy and fog; 2.25 a.m. Father Point abeam; heavy scattered ice; 8 a.m., anchored off Baud Mills, on account of thick weather; 12.30 p.m. weighed anchor and left for Tadousac, but unable to stop there owing to thick weather; 2.50 p.m. Cape Salmon abeam; 4.40 p.m. anchored off St. Irenee; time steaming 16 hours, 40 minutes, distance 106 miles.

Mar. 18.—St. Irenee; first part cloudy, with light s.e. wind; 7.30 a.m.; left for Quebec; 9.44 a.m. Upper Traverse pier abeam; 12.15 p.m. Crane Island abeam; 4 p.m. arrived at Quebec and moored at Point a Carcy wharf; latter part cloudy with light s.w. wind; time steaming 8½ hours, distance 66 miles.

### Government Operation of Steamships.

The Montreal Gazette says.—“State operation of steamships offers a new field in Canada, but not one which has been left untried elsewhere. In Great Britain, during the latter period of the war, the government controlled the shipping, and an instructive comparison of the results achieved under commercial control on the one hand, and state control on the other, is available. The question is dealt with clearly and exhaustively in the annual report of the Liverpool Steamship Owners' Association. Taking the year ended July 31, 1916, as the last complete period of commercial control, and comparing it with the year ended July 31, 1918, the first complete period of state control, it is found that in the latter period the costs increased while the service declined. The decrease in tonnage amounted to 13%, but the drop in the weight of imports carried amounted to 22%. Under commercial control the increase in cost over peace time figures was 46%, and under state control 163%. In the commercial period the weight of imported raw materials decreased 16%, and the cost increased 7%, while in the state period the volume decreased 31%, and the cost increased 56%. All imports decreased 15%, in the first period and 37% in the second. The proportion of exports to imports dropped from 61% to 44%. It is pointed out that under government control the use of 8,500,000 tons of foreign shipping was lost, and the concentration of British tonnage on the shorter routes, intended to offset this loss, meant the forfeiture of some of the best import and export markets, with a resultant rise in prices. The conclusions of this illuminating report are summed up as follows:

“For the first two years of the war, commercial enterprise working in and with the markets of the world equipped the armies and provided for the needs of the nation and its allies. It is true that supplies decreased and prices advanced, but never to the point of imposing privation and suffering on the nation. In the last two years of the war, whilst the state was in control, the quantity and quality of our supplies were reduced, prices were forced up, our power to pay by means of our exports was crippled, and foreign debt was greatly increased.

It has been demonstrated that even with the unlimited credit of the nation behind it the state cannot supply the needs of the nation as they were supplied through commercial enterprise, and that the first

step towards the re-establishment of the industries and commerce of the nation must be the elimination of state control over both our oversea trade and shipping.”

### Telegraph Lines Statistics.

The following table is taken from the Public Works Department reports for the year ended Mar. 31, 1918, and gives the latest figures available:

Canada.	Length of Lines in Miles.			No. of Offices.
	Aerial	Under-ground.	Sub-marine. Total.	
Great North Western Telegraph Co.....	10,064	7	13 10,084	.....
Canadian Pacific Ry. Co's. Telegraphs.....	14,617	23	95 14,735	1,519
Dominion Government Telegraph service.....	11,890¼	.....	386 11,726¼	1,058
Grand Trunk Pacific Telegraph Co.....	5,279	1	1 5,279	279

### Welland Ship Canal Construction.

In connection with the vote of \$3,500,000 for construction on the Welland Ship Canal, the Minister of Railways and Canals, said in the House of Commons, April 22:

“The new Welland Ship Canal was under construction at the time war was declared. Work was carried on for a time afterwards, then was closed down. There were four sections under construction: No. 1, for dredging the harbor, completing the concrete work, and regulating the weir; that contract was with the Dominion Dredging Co., when work was closed down. Then there were sections 2, 3 and 5 also under construction. These were the four largest sections of this canal. When the war ended and demobilization took place, we felt it was necessary to go on with some of the work to provide employment. A great many of the men who had been working on the canal had enlisted, and there were also in that district a great many men who were thrown out of work owing to the closing of munitions plants. We therefore decided to go on with the work that we had under construction. We had, of course, settled with the contractors; the contracts had been cancelled. When we decided to start work again, we thought that the cost of materials and labor was so high that it would be almost impossible for the contractors to tender at a fair and reasonable price. We therefore put the old contractors at work on these four sections, which would employ a large number of men, and we decided to let them proceed with the work on a cost-plus basis. We agreed to pay them 8%. These contractors understood the work, had their organizations, and we thought they would be able to do the work in the most economical way. The work goes on only from month to month, because we stipulated in the contract that we can stop work on the cost-plus basis at any time and call for tenders, so that we could take advantage of conditions when they become normal again. We also stipulated in the order in council that the contract would not extend beyond Dec. 31, 1919, so that there could be no misunderstanding with the contractors or with the public. In section 1 we estimate that the total amount that could be expended would be \$500,000; sec. 2, \$600,000; sec. 3, \$700,000, and sec. 5, \$500,000. Then for the purchase of plant, cement, bridges, steel rails, engineering, etc., \$1,200,000. They do not get any percentage on the \$1,200,000, but only on the other. So that, although we have \$3,500,000 in the estimates, we will pay a percentage only on \$2,300,000 at the

very most, if they do that amount of work.”

The Schooner Francis J. Elkin Co. Ltd., has been incorporated under the New Brunswick Companies Act, with authorized capital of \$99,000, and office at St. John, N.B., to acquire and operate the schooner Francis J. Elkin, and to carry on the business of managing steamships and other vessels of all kinds. The incorporators are, F. P. Elkin, W. E. Golding, G. R. McKean, St. John, N.B.

### Telegraph and Telephone Line Estimates for 1919-1920.

The Public Works Department's estimates, for the year ending Mar. 31, 1920, submitted to the House of Commons recently, contain the following items:—

NOVA SCOTIA.	
Pictou Island—telephone cable.....	\$ 5,000.00
PRINCE EDWARD ISLAND.	
Half cost of reconstruction of telegraph lines jointly owned by the Anglo-American Telegraph Co. and Dominion Government.....	18,700.00
QUEBEC.	
Improvements to repair service.....	3,000.00
SASKATCHEWAN AND ALBERTA.	
Peace River line—office and dwelling at Grande Prairie.....	4,000.00
Peace River line—woods clearance Edmonton to Peace River.....	5,000.00
Repairs and improvements to office buildings .....	1,000.00
BRITISH COLUMBIA.	
Mainland telegraph and telephone lines—general repairs and improvements .....	10,000.00
Vancouver Island lines—repairs and renewals .....	8,700.00
	\$ 55,400.00

The following items are chargeable to collection of revenue:—

Prince Edward Island and mainland.....	\$ 7,000.00
Land and cable telegraph lines, Lower St. Lawrence and Maritime Provinces, including working expenses of vessels required for cable service	202,000.00
Saskatchewan .....	61,700.00
Alberta .....	89,000.00
British Columbia—mainland.....	66,000.00
British Columbia—Vancouver Island district .....	107,800.00
Yukon system (Ashcroft-Dawson) .....	237,000.00
Telegraph and telephone service generally .....	10,000.00
	\$ 780,500.00

### Among the Express Companies.

G. J. Veigel has been appointed agent, Canadian Ex. Co., Saskatoon, Sask., vice E. S. Mitchell.

A. C. Thorn, heretofore agent, Dominion Ex. Co., Quebec, Que., has been appointed agent at Montreal.

The Canadian Northern Ex. Co. has opened offices at Camden East, Ont., and Madison and Glidden, Sask.