

HANDLING SHIPPING IN PANAMA CANAL

Terminal Coal and Oil Facilities—Docks and Repair Shops

Development of plans for meeting the demands of shipping in the Panama Canal in the way of terminals, coaling stations, warehouses, wharves, dry docks and repair shops, are outlined in the report to the war department of the Isthmian Canal Commission for the year ended June 30 last. The report was prepared by Colonel George W. Goethals, chairman and chief engineer of the Corps of Engineers, U.S.A.

Terminal facilities for shipping, the report states, cannot be completed by the time the canal is ready for passing vessels. The reason for this is the fact that the authorization for preparing such facilities was not made by Congress till August 24, 1912, and active operations could not be begun until the fall of that year.

The Pacific terminals which are being constructed by the commission, will consist of a main dry dock capable of docking any vessel than can utilize the locks, a smaller dry dock for use of smaller craft, a plant for supplying coal and fuel oil to vessels, the necessary wharves and piers for commercial purposes, and the permanent shops for use in connection with the dry docks.

The Atlantic terminals consist of wharves and piers at Cristobal, including the Cristobal mole, all of which are being constructed by the Panama Railroad at its own expense, and the main plant for supplying coal and fuel oil to vessels. The cost of the coaling plant will be divided between the commission and the railroad, while the commission will furnish facilities for oil.

Provision for Coal Firms.

Numerous applications, the report states, have been received from coal dealers for loading space for the handling of their coal in supplying vessels that will use the canal. In order to encourage the business of furnishing coal to vessels which use the canal, the policy has been adopted of providing storage in connection with both coaling plants for the coal piles of individuals and companies who desire to participate. It was never intended that the government should exercise a monopoly of the coal business on the Isthmus, but to utilize the coal stored there for the use of the navy in maintaining uniform prices of this product to shipping. There will be a certain rental charge for the areas occupied by the coal dealers, and, in addition, a real estate tax of 1 per cent. of the value of the improvements, should any be made, and a merchandise tax of 5 cents for each 2,000 lbs. of coal sold.

The government will attend to all the handling and charges for putting the coal into storage and taking it out; charges for the use of coal barges, and other labor in connection with this service will be fixed at cost price to the government for such service.

Fuel Oil Supply.

The same policy has been adopted with reference to fuel oil. It is proposed to equip the wharf in the vicinity of the coaling station at the Pacific terminus and at two docks at Mount Hope on the Atlantic side with fuel oil supply and delivery mains in duplicate, together with the necessary pumps.

In anticipation of requirements that will develop after completion of the canal, investigations and inspections were made of the principal floating cranes in the United States, Canada and foreign countries. It was decided that two floating cranes of the largest size would be necessary to meet the conditions that might arise in handling lock and dock gate leaves. The cranes also will be required, as regards lifting capacity, to meet the needs of the navy department. The award was made to a German company, the Deutsche Maschinenfabrik, for about \$827,550 for the two cranes, to be delivered before January 1, 1915.

Of the Saskatchewan proposal to create a control authority for the supervision of municipal loans, the London Economist says:—"The Government of Saskatchewan is to be congratulated very warmly on having taken this initiative; and if the board be well considered, we believe, it might confer very great benefits upon the growing towns and villages of this vast province. It is impossible for a town with only a few thousand inhabitants to borrow successfully, at a reasonable rate of interest, from the London market, for a loan which is too large for a growing town is too small for investors owing to the restricted character of the market, which makes it very difficult to sell the stock. If the finance of the towns were strictly supervised by the board the small loans could be co-ordinated, and legitimate capital expenditure could be provided for on reasonable terms. There ought to be a central audit and a central valuer; the appointments should be made by merit and open competition."

IRON FROM MINES AND FURNACES

Added Substantial Sum to Canada's Mineral Returns

The total production of pig iron in Canadian blast furnaces in 1912 was 1,014,587 tons, valued at \$14,550,999, of which it is estimated 978,232 tons, valued at \$14,100,113, should be credited to imported ores, and 36,355 tons, valued at \$450,886, to domestic ores. In 1911 the total production was 917,535 tons, valued at \$12,307,125, of which 875,349 tons, valued at \$11,693,721, should be credited to imported ores, and 42,186 tons, valued at \$613,404, to domestic ores.

The exports of pig iron, including ferro-products, in 1912, were 6,976 tons, valued at \$310,702, as against 5,870 tons, valued at \$271,968, in 1911.

Iron and Steel Manufactures.

The imports of pig iron in 1912 were 272,565 tons, valued at \$3,511,599, ferro-manganese, etc., 19,810 tons, valued at \$469,884, and charcoal pig 115 tons, valued at \$1,370, as compared with imports in 1911 of pig iron 208,487 tons, valued at \$2,610,989, and ferro-manganese, etc., 17,226 tons, valued at \$429,465, according to the figures of Mr. J. McLeish, B.A., of the department of mines.

The total exports of iron and steel and manufactures thereof, in 1912, were valued at \$10,682,484, as against \$9,907,281 in 1911. The imports of iron and steel and manufactures thereof during the calendar year 1912 were valued at \$124,376,986, as compared with \$93,171,817 during the calendar year 1911.

Shipments of Ore.

The total shipments of iron ore from Canadian mines in 1912 were 215,883 tons, valued at \$523,315, as compared with 210,344 tons, valued at \$522,319, in 1911. The exports of iron ore in 1912 were 118,129 tons, valued at \$382,005, as against 37,686 tons, valued at \$133,411, in 1911. The quantity of imported iron ore used in Canada in 1912 was about 2,019,165 tons, as compared with 1,628,368 tons of imported ore used in 1911.

RURAL TELEPHONE COMPANIES INCORPORATED

The following is a list of rural telephone companies incorporated in Saskatchewan, together with their capital and head office:—

South Kisbey Rural Telephone Company, Limited, Kisbey, \$400.

Lynne Rural Telephone Company, Limited, Langham, \$300.

Bienfait Rural Telephone Company, Limited, Bienfait, \$130.

North Bienfait Rural Telephone Company, Limited, Bienfait, \$300.

The Spalding Rural Telephone Company, Limited, Spalding, \$350.

Maple Valley Rural Telephone Company, Limited, Davidson, \$275.

COMPANIES CHANGING NAMES

The following companies in Manitoba have changed their corporate names:—

Hargraff, Gooderham & Melady, Limited, to Gooderham, Melady & Company, Limited.

The Willows Company, Limited, to the Beaver Construction Company, Limited.

Canadian Carbon Company, Limited, to Canadian Carbon Company, of Winnipeg, Limited.

The following company in Alberta has changed its name:—

Coalondyke Coal Mining Company, Limited, to the New Era Coal Company, Limited.

The following companies in Canada have changed their corporate names:—

The Porcupine Syndicate, Limited, to Cobalt Porcupine Syndicate, Limited.

W. J. Reid & Son, Automobiles, Limited, to Automobile Distributors.

Norton Griffiths Dredging Company, Limited, to Monarch Contracting Company, Limited.

The following companies in Ontario have changed their names:—

Kir-Benn, Limited, to Kir-Ben, Limited.

Kilmer, Pullen & Burnham, Limited, to Swedish General Electric, Limited.