

the said grain, and the finding of the board and such assessment or apportionment certified over the hand of a majority of the board shall be delivered or sent to all persons concerned in such finding, assessment or apportionment, and shall be final and shall be enforceable in any court of competent jurisdiction.

"120b. The board may make regulations governing the responsibility for and the disposition of shortages and overages of grain upon delivery of same from an elevator to a vessel, or from a vessel to an elevator, and may assess in such manner and in such amount as it may deem just and proper, contributions from elevator operators, water carriers and shippers, or from any of them, in favor of the board or otherwise, for the purpose of providing against such responsibility.

"Provided that nothing contained in this section shall limit the powers of the board under the preceding section."

In pointing out the importance of this amendment, the Solicitor-General gave a slight history of the case, stating that a conflict had arisen between the lake carriers and the western shippers, the elevators and lake carriers endeavoring to put into effect a form of bill of lading which would have turned back upon the shippers the entire responsibility for any shortages that might occur during transit from western to eastern elevators. Some of the companies have found themselves at the end of the year loaded with considerable loss by reason of shortages, arising from lesser weight being given to the carrier when he went to deliver this grain to the eastern elevator for transshipment to barges and thence to ocean vessels, than the weight given him by Government certificate out of the western elevator. Similarly other carriers had overages by the reverse process, the eastern weight being greater than the western weight. There has been a conflict of interests and efforts to bring the parties together have not met with final success. The intention of the amendment is to provide against two classes of case, the only ones that can arise, the first being where it is possible for the board to fix the responsibility for the shortage to, say, the western elevator operator, or the lake carrier; and the second, where no evidence is available to enable the board to fix the responsibility, which is a frequent occurrence. The amendment provides that the board must investigate complaints of shortage or overage, and gives power to determine who shall stand the loss of the shortage, or get the benefit of the overage. It may also assess loss against all the parties concerned, the scale of contribution being fixed consistent with the responsibility for the loss.

Great Lakes Register,—8¼ by 12 ins., leather covered. Great Lakes Register, Rockefeller Building, Cleveland, Ohio, \$25 a year including supplements, by subscription. The 1915 edition of this register has been issued to subscribers. It is published under the control of the lake underwriters, and is adopted by them as their official classification register, on which to base all rates of insurance for both hulls and cargoes. The rules for the classification and construction of steel, iron and wood vessels navigating the Great Lakes also have the approval of Bureau Veritas, and by arrangement the Great Lakes Register Committee can issue certificates of classification for overseas navigation to lake built vessels, the construction and equipment of which are suitable for such navigation. There is a complete list of all Canadian and U. S. vessels operating on the Great Lakes, with very full details of their construction and equipment, and varied information regarding shipbuilders and tonnage turned out of their yards, dry docks with their capacity and location, etc. The whole of the matter is arranged in very convenient form for quick and easy reference, which makes it indispensable to those whose business is concerned with the navigation of the Great Lakes.

Telegraph, Telephone and Cable Matters.

Telegraph connection, over Dominion Government lines, was made with Fort McMurray, Alta., Mar. 25.

Preparations for the Association of Railway Telegraph Superintendents' annual convention, at Rochester, N.Y., June 22 to 24, are about completed.

G. D. Perry, General Manager, Great North Western Telegraph Co., returned to Toronto recently after a trip of inspection of the company's western offices, as far as Saskatoon, Sask.

The Great North Western Telegraph Co. has opened offices at Glenora, Langruth, Narcisse, Poplarfield, Wakopa, Man.; Rocky Inlet, Ont., and Mossbank, Sask., and has closed its offices at Lavoy, Alta.; Beaver, Berton, Brunkild, Enterprise, Methven Junc., Man.; Richmond, Que., and St. Gregor, Sask.

The Pacific Cable Board has reduced the charge per word from 58 to 50 cents on ordinary messages to New Zealand, Fiji and Norfolk Islands, and from 29 to 25 cents a word on deferred cables. For week end lettergrams, the charge has been reduced from \$2.90 to \$2.50 for 20 words, and from 15 to 13 cents a word for extra words.

Baron de Reuter, the head of Reuter's Telegram Co., the great news gathering organization, committed suicide, Apr. 19, at Reigate, Surrey, Eng., owing to despondency caused by his wife's death. The headquarters of the company, which were in France, were transferred to London, Eng., on the completion of the cable between England and France in 1851.

The Western Union Telegraph Co.'s gross revenue for 1914 was \$46,264,776, and net income \$5,371,394, after paying interest on funded indebtedness. Dividends paid amounted to \$3,988,886, the surplus being \$13,531,921 at Dec. 31. The assets are valued at \$135,586,383. The net revenue for the year was \$2,136,400 greater than in 1913, and it is stated that \$1,475,000 of this was due to the war.

Among the Express Companies.

The Canadian Northern Ex. Co. has opened an office at Mossbank, Sask.

R. Stewart, Vice President and General Manager, Great Northern Ex. Co., was in Vancouver, B.C., at the end of March, inspecting the company's offices.

H. Coneybeare, a Canadian Ex. Co.'s driver, who, it was reported, decamped from Lindsay, Ont., a short while ago with a package of Home Bank bills, valued at \$3,000, was arrested in Edmonton, Alta., Apr. 2, with \$2,500 of the bills in his possession. He was taken back to Lindsay.

The Canadian Express Co.'s annual meeting was held at Montreal, April 19. The directors who were elected for the current year are: E. J. Chamberlin, Chairman of the Board; J. Pullen, President; F. Scott, Secretary-Treasurer; J. E. Dalrymple, H. G. Kelley, Hugh Paton.

The Canadian Ex. Co.'s returns for Nov., 1914, show charges for transportation \$252,264; express privileges \$124,940; operation other than transportation \$4,287; total operating revenues \$132,151; operating expenses \$128,240; net operating revenue \$3,910; express taxes \$4,000; operating income \$89; against \$254,305 charges for transportation; \$123,873 express privileges; \$7,242 operation other than transportation; \$137,673 total operating revenues; \$143,257 operating expenses; \$5,584 net operating revenue; \$2,850 express taxes; \$8,434 operating income for Nov., 1913.

Trade and Supply Notes.

The matter which appears under this heading is compiled, in most cases, from information supplied by the manufacturers of, or dealers in, the articles referred to, and in publishing the same we accept no responsibility. At the same time we wish our readers distinctly to understand that we are not paid for the publication of any of this matter, and that we will not consider any proposition to insert reading matter in our columns for pay or its equivalent. Advertising contracts will not be taken with any condition that accepting them will oblige us to publish reading notices. In other words, our reading columns are not for sale, either to advertisers or others.

Ohio Brass Co., Mansfield, Ohio, has issued a bulletin "Electric Railways, Mine Haulage and Power Transmission."

Canadian Car & Foundry Co., Ltd., G. T. Merwin, heretofore with the W. W. Butler Co., Ltd., Montreal, has been appointed to the Canadian Car & Foundry Co.'s sales staff.

The Fairmont Machine Co., Fairmont, Minn., announces a change of name to one more in keeping with its product, and also an increase of the authorized capital stock to \$1,000,000 to meet a demand of increasing business. The name will hereafter be Fairmont Gas Engine and Railway Motor Car Co.

The Ohio Brass Co., Mansfield, Ohio, has issued a folder, O-B Catenary Materials, giving illustrations of a number of installations, including Montreal & Southern Counties Ry. It is stated that the Chicago, Milwaukee & St. Paul Ry. has ordered approximately 100,000 O-B hangers for the second section of its new electrification and that it will use about 67,000 O-B type X strain insulators on both sections.

Mussens', Limited (in liquidation), Montreal, have issued a circular over the signature of W. H. C. Mussen, President, from which the following are extracts: "J. J. Robson, chartered accountant, of Montreal, who was recently appointed provisional liquidator, has, by order of the court, been appointed permanent liquidator to this company. The court has also granted our application to be allowed to continue the business for a period of six months. We feel able to demonstrate to our creditors that we will succeed in the efforts which will be put forward to reduce our stock, collect our open accounts and materially reduce overhead charges, with a view to getting into a position to reorganize and continue in business. While we are in liquidation, we are carrying on an active campaign for business, and we trust that we may continue to receive your support. We have a good connection throughout the country and all purchases made by us from now on will be paid for by the liquidator. We know that it will take some time to achieve the result at which we are aiming, but if we continue to receive the support of our principals as in the past, we are satisfied we can show good results and ultimately re-establish this business on its old footing. Since the liquidation proceedings were put into effect, we have been flooded with letters from the manufacturers, as well as from our customers, extending their hearty support and assuring us of their continued patronage. We, therefore, take this opportunity of thanking our friends for this evidence of confidence in us and in our ability to win out. We also desire to impress upon our customers the fact that we are carrying on business as usual, and that, although we were always pleased to receive their orders, we are now more anxious than ever to be favored with same. We ask our principals to continue the support which has been so freely given us in the past, and we ask our customers to give us an opportunity of supplying them with any material which they may require. All inquiries will be promptly attended to and orders will be filled without delay."