

## Grain Rates for Canadian Lake Shipments.

At a meeting of the Canadian lake carriers at Toronto, July 30, for the discussion of the vessel situation on the Great Lakes in preparation for the handling of the new wheat crop, resolutions were passed as follows:—

That Canadian carriers have given careful consideration to the proposal for mobilization of all their tonnage, either jointly with that of the U.S. lake carriers, or separately, but after full discussion and after having heard the opinions of those interested in the trade from all points of view, have come to the conclusion that they can best serve the prime object of all such proposals, namely: the contribution of the most effective assistance in the present unfortunate situation due to the war, by supporting a continuance of the arrangement which prevailed during the fall of 1917; an arrangement which gave general satisfaction and effectively met all requirements. They are influenced to some extent by the fact that in Canada there is no centralization of vessel management in any one locality, and, in consequence, an almost insuperable difficulty would be at once encountered in an attempt to manage the trade through a committee, yet, nevertheless, as already stated, this objection was subsidiary to the main question which was determined with reference to the general satisfaction expressed with the 1917 arrangement.

Canadian lake carriers, recognizing the obligation imposed on them of furnishing efficient aid to the transportation of the grain crops of Canada and the U.S., agree as follows:

1. That Lake Superior shall be served in preference to Lake Michigan and only surplus grain tonnage sent to Lake Michigan.

2. That Lake Superior wheat will be served in priority to any other grains.

3. That all tonnage to Duluth-Superior shall be allotted through the U.S. Grain Corporation office there; all tonnage for Lake Michigan ports through the U.S. Grain Corporation office at Chicago, and tonnage to Fort William and Port Arthur through the Winnipeg Chartering Committee, under the same conditions as prevailed in the autumn of 1917, but under such instructions as to allotments as may be acceptable to the Wheat Export Co. and the Dominion Government, and subject to insurance by the shipper against any grain shortage on outturn, in accordance with the present arrangement in the Buffalo trade.

4. That all unloading at Buffalo shall be directed by the U.S. Grain Corporation office at Buffalo.

5. That the Canadian lake carriers will provide tonnage for the grain movement at rates not exceeding basic rates of wheat, Lake Superior to Lake Erie, 4c a bushel until Sept. 1, and 4½c thereafter until Nov. 30, and wheat Lake Michigan to Lake Erie, 3½c a bushel until Nov. 30, with alternative and relative rates as follows: to Georgian Bay and Goderich, ½c under Lake Erie rates; to Port Huron, ¼c under Lake Erie rates; to Collingwood, ½c under Lake Erie rate, but terms of discharge at Collingwood to be the same as hereafter provided for discharge at Lake Erie side ports; to side ports other than Buffalo and Port Colborne, including Detroit, same rates as Buffalo, but with special agreement as to discharge, allowing two working days free, but thereafter vessel to receive ¼c a bushel additional on entire cargo for each running eight hours or fraction thereof,

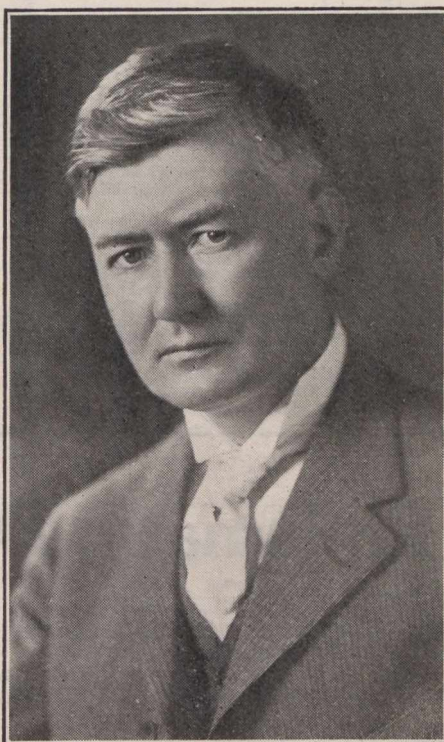
until fully discharged; to ports of light draft, vessel to be allowed freight calculated on its Buffalo capacity.

Other grains than wheat to net the vessel the equivalent of wheat cargo. Freight to Canadian vessels for carriage to U.S. ports shall be paid in funds current in U.S., and freight to Canadian vessels to Canadian ports shall be paid in funds current in Canada, and Canadian vessels, as much as possible, shall be employed in their customary autumn trade routes.

### Among the Express Companies.

William Walsh has been appointed General Superintendent of Stables and Street Equipment, Dominion Ex. Co. Office, Toronto.

Thomas E. McDonnell, General Superintendent, Western Ex. Co., Chicago, Ill.,



T. E. McDonnell  
Vice President and General Manager, Dominion Express Company.

has been appointed Vice President and General Manager, Dominion Ex. Co. Office, Toronto.

A number of Canadian Ex. Co.'s porters at Toronto Union Station, struck work during the early part of August, and returned to work, Aug. 9, on the promise that a conciliation board would deal with their grievances.

G. E. Whitney, formerly route agent, Dominion Ex. Co., Montreal, died at Orford Lake, Que. recently, aged 65, after a long illness. He retired from active service in January on account of ill health, and later spent some time in Florida.

The Board of Railway Commissioners has extended the express delivery and collection limits in Winnipeg to include the territory bounded on the north by Kylemore Ave., on the west by Cockburn St., on the south by the south line of Lot 17, St. Boniface Parish, and on the east by Daly St.

The American Railway Express Co., operating under the U.S. Railroad Administration has applied to the Interstate

Commerce Commission for increased rates on newspapers and other publications registered as second class matter by the postal service. It is proposed to establish pound rates to correspond in a general way to the increased zone second class postal rates, and for the return of publications to the shippers it is proposed to charge first class pound rates, with a minimum of 25c.

Thomas E. McDonnell, heretofore General Superintendent, Western Ex. Co., Chicago, Ill., who has been appointed Vice President and General Manager, Dominion Ex. Co., Toronto, was born in Chicago, Ill., his father having been born in Ontario, where his mother came at an early age. He entered express service in 1887 as a wagon boy for the United States Ex. Co., and subsequently filled all positions up to General Superintendent of the Western Department, resigning in 1910 to organize and take into Chicago, the business of the Western Ex. Co., which was closely allied with the Dominion Ex. Co., and which, so far as business in the west is concerned, has passed to the American Railway Ex. Co., under the U.S. Railroad Administration.

### Telegraph, Telephone and Cable Matters.

John Ollerhead, one of the old time telegraphers, died at Heart's Content, Nfld., recently, aged 57.

The Great North Western Telegraph Co. has opened offices at St. Yvon, Que., Mimico, Ont., and Langruth, Man., and has changed the name of its office at Smiths Mills, Que., to Tomifobia.

### 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.

Metal & Thermit Corporation has removed its Toronto office to 15 Emily St.

The Independent Pneumatic Tool Co. has leased the entire 6th floor in the Otis Building, 600 W. Jackson Boulevard, Chicago, Ill., containing 12,000 sq. ft., and will occupy it for its general offices. J. D. Hurley, President, states that the great demand for pneumatic tools for government work and shipbuilding had forced his company to seek larger quarters.

Armstrong Whitworth of Canada, Ltd.—This company's tire and wheel plant at Longueuil, near Montreal, was formally opened July 31, in the presence of a number of railway officials and other guests interested in steel manufacture, who were shown the process of manufacturing tool steel and forging steel tires. After inspecting the works, the guests were given refreshments at the company's cafeteria, after which speeches were made by Senator G. G. Foster, K.C., Vice President, and M. J. Butler, C.M.G., Managing Director, Armstrong Whitworth Co.; D. H. MacDougall, President, Nova Scotia Steel & Coal Co.; Brigadier-General Sir Alex. Bertram, and W. D. Robb, Vice President, G.T.R.

The land occupied by the company comprises 216.6 arpents, the area of the buildings is 175,000 sq. ft., and between 600 and 700 men are employed. Three out of