

continuously and under full load without canvas, 12 barrels of oil would be consumed in 24 hours, maintaining a speed of 7 knots an hour. Greater speed can of course be made with a spread of canvas in addition. Storage will be provided for 8,000 barrels of oil, and for 5,000 gallons of fresh water. The advantages of auxiliary power in lumber schooners are many, and it is claimed, justify the cost of installation. The saving in towage, and of time in the calm areas, and the greater speed obtainable, are factors in increasing the vessel's earning power and general utility. The speed obtained will compare favorably with many steamships used for coasting purposes, and the advantages to be considered, include saving of space, fuel economy and reduction of engine room labor. The engines of this type require about half the space taken by engines and boilers of similar power, and also weigh about half. The fuel cost will average about 25c an hour, and three men will be employed in the engine room. It is claimed that vessels of this type will pay for themselves in half the time in which a steel vessel will take to work out her cost. They will follow the latest and best practice of the builders of United States schooners designed primarily for the lumber trade, and will be of very heavy construction, the plans have been approved by Lloyd's Register of Shipping and they are to be given the highest rating, A.1 for 13 years. This, we are advised, is the first time that Lloyd's have classed any vessel of this type on the Pacific coast. The vessels will be provided with two large hatches and four cargo winches of the latest type designed for rapid handling of cargo. Vessels of this type carry approximately 50% of their cargo on deck, and they are designed chiefly for the off shore lumber trade. The cost of these vessels complete will be about \$175,000. They were designed by J. H. Price, who designed and built the vessel City of Portland, a large auxiliary motor ship, at St. Helens, Ore., which attracted a great deal of attention in marine circles.

The Mabel Brown and Geraldine Wolvin are the two first vessels to be launched, and they have been chartered to the Canadian Trading Co., for loading lumber in March or April, at Vancouver, for Sydney, Australia, at 120 shillings, and for Melbourne, Australia, at 130 shillings.

Among the Express Companies.

C. N. Spooner, heretofore route agent, Dominion Ex. Co., Moose Jaw, Sask., has been appointed route agent at Winnipeg.

The Canadian Ex. Co. has opened offices at Kent Jct. and Lac Baker, N.B.; Murray Bay, Que., and Canfield Jct., Ont.

E. F. McDonald has been appointed agent, Canadian Northern Ex. Co., Trenton, Ont., vice E. B. Connelly, enlisted for overseas service.

Wm. Cunningham Scott, who died recently, was the Canadian Express Co.'s agent at the city of Quebec for many years. He started work with the old British & Canadian Express Co., at Quebec, in 1853. Up to that time the express business had been carried by stage coach, and as Quebec City was then without rail facilities his first duties were to attend to shipments sent out by stage. During the succeeding years, the G.T.R. built into Point Levis, opposite Quebec. He had many reminiscences of the difficulties encountered in ferrying produce across the St. Lawrence River, in scows, for transshipment by rail. The British & Cana-

dian Express Co. eventually became part of the Canadian Express Co.'s system and he continued as agent at Quebec. Six years ago, after nearly half a century of service, he retired from active work.

Telegraph, Telephone and Cable Matters.

Chas. Cassils, Montreal, has been elected Vice President, Bell Telephone Co. of Canada, succeeding Hon. Robert Mackay, deceased.

W. J. Kane, heretofore Inspector of Telegraphs, C.P.R., Brandon, Man., has been appointed Night Chief Operator, C.P.R. Telegraphs, Winnipeg.

The Dominion Public Works Department has had set apart, for a telegraph site, about an acre of Dominion lands, in the n.e. ¼ of sec. 30, Tp. 70, R. 19, w. 4 m.

William Cross, who died at Caledonia Springs, Ont., recently, was engaged in the construction of the first telegraph line to be erected between Ottawa and Montreal.

M. J. Bayley, assistant chief operator, C.P.R. Telegraphs, Toronto, died there, Jan. 7, from pneumonia, after a short illness, aged 45. He had been in C.P.R. service for about 25 years.

A. E. Holmes, heretofore chief operator, Great North Western Telegraph Co., Saskatoon, Sask., has been appointed assistant chief operator at Winnipeg, vice A. D. Campbell, promoted.

A. D. Campbell, heretofore assistant chief operator, has been appointed chief operator, Great North Western Telegraph Co., Winnipeg, vice B. S. Round, who has left the company's service.

W. Rutherford, heretofore Traffic Chief, C.P.R. Telegraphs, Winnipeg, has been appointed Inspector of Telegraphs, C.P.R., Brandon, Man., vice W. J. Kane, who was appointed to that position during last summer on the enlistment of F. E. Camp for active service.

Hon. F. Nicholls, President, Canadian General Electric Co., and Canadian Allis Chalmers Co., and a director, Canadian Northern Ry., and Toronto Ry., has been elected a director of the Great North Western Telegraph Co., in place of the late Hon. J. K. Kerr.

The Great North Western Telegraph Co.'s office fixtures, switchboards, instruments, etc., at St. Catharines, Beamsville, Jordan, Merritton and Niagara Falls, Ont., were destroyed by fire Jan. 12, owing to a high tension wire falling across the telegraph line near Grimsby.

Application is being made to the Dominion Parliament for the incorporation of the British American Telephone & Telegraph Co., to erect and operate telephone and telegraph lines, wireless telegraph stations, etc., in Canada and elsewhere. Pringle & Guthrie, Ottawa, are solicitors for applicants.

A. A. Rogers, heretofore night chief operator, has been appointed chief operator, Great North Western Telegraph Co., Saskatoon, Sask., vice A. E. Holmes, transferred; F. F. Yerex, heretofore all night chief operator, has been appointed night chief operator, vice A. A. Rogers; and R. W. Pearsall has been appointed

The Board of Railway Commissioners has issued order 25754, Dec. 27, 1916, respecting the Great North Western Telegraph Co.'s tariff C.R.C. 47, increasing the rate on words in excess of 10 words in messages between the company's offices in Ontario, Quebec and New Brunswick.

The question having arisen as to the company's power to increase rates in view of the limitation imposed by the act consolidating and amending the acts relating to the Montreal Telegraph Co., and the Board having at the company's request submitted the question for the opinion of the Supreme Court of Canada, it is ordered that pending the Supreme Court's decision, and until further order, the effective date of the proposed tariff is postponed. This application was specially brought to the Board's attention by the Great North Western Telegraph Co., for a settlement of the question as to whether the present rate of 25c for 10 words and 1c for each additional word, in the provinces named, is permanently fixed by statute, or not. The question came up when the Board recently made a general enquiry into telegraph rates, and the company claims that a certain act fixing these rates never came into force and effect.

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.

The Coleman Fare Box Co., Ltd., is removing its plant from Tottenham, Ont., where the business was founded, to Toronto, where it has leased premises at 1191 Bathurst St. The head office will remain at 70 Bond St., Toronto.

Wall Calendars for 1917 have been received from J. Bertram & Sons Co., Ltd, machine tools, Dundas, Ont.; W. W. Butler Co., Ltd., railway, marine and mining supplies, Montreal; Pratt & Whitney Co. of Canada, Ltd., small tools, Dundas, Ont.; Taylor & Arnold, Ltd., railway and contractors' supplies, Montreal.

Electric Service Supplies Co., Philadelphia, Pa., which is represented in Canada by Lyman Tube & Supply Co., Ltd., has issued a catalogue of golden glow headlights, searchlights and projectors, 52 pgs., containing illustrated descriptions of these articles and particularly dealing with marine searchlights for vessels and harbor service.

Lyman Tube & Supply Co. Ltd., to supplement its service from its Montreal and Toronto stocks of steam and electric railway supplies, tubing, metals and mechanical equipment, has established a purchasing office at 2606 Equitable Building, New York, N.Y., under K. E. Gury's management, to locate and secure promptly from existing, but closely held, stocks, materials and equipment on which manufacturers will not promise early delivery.

Canadian Westinghouse Co., Ltd., has been authorized to increase its capital stock from \$5,000,000 to \$10,000,000, in 50,000 shares of \$100 each. The company will issue \$1,250,000 of new stock at par to shareholders of record Feb. 1 in the proportion of one share for every four shares held on that date. The directors, out of the profits accumulated since the company's inception 12 years ago, have declared a dividend of 25%, payable Mar. 1, to shareholders of record Feb. 1. This dividend will be used in payment of stock subscriptions. In effect the company's cash dividend is thus a stock dividend, since the cash bonus will pay for the new stock.