

British Columbia Shipbuilding Commissioners Report.

The Commissioners appointed by the B.C. Government to administer the B.C. Shipping Act, have presented their first report over the signatures of H. P. Thompson, Superintendent, and W. J. Goepel, Deputy Finance Minister, as follows: Under section 53 of the act we have received application for the following ships: 1 Mabel Brown, 2 Geraldine Wolvin, 3 Jessie Norcross, 4 Marie Barnard, 5 Mabel Stewart, 6 Janey Caruthers, 7 Margaret Haney, 8 Laurel Whalen. All of these boats are being built for the Canada West Coast Navigation Co., Ltd., and are of the same standard size and specifications, which are as follows: Five-masted auxiliary schooners, length over all, 260 ft.; beam, 44 ft.; depth of hold, 19 ft. They will be equipped with auxiliary power, using oil-fuel, Bolinder type of engines which will develop 320 h.p. Under normal conditions the ships will make a speed of 7 knots under engine power and will each require a crew of about 15. The cargo-carrying capacity is estimated approximately at 1,500,000 ft. of lumber. The approximate cost of each of these vessels when completely equipped will be about \$200,000. They are informally advised that applications will be made for four additional ships of the same size and specifications, the engines, material and equipment having been purchased for their construction.

They are being constructed according to plans passed and under special survey of Lloyd's, with a view to obtaining the highest class in the register. They are being built under the supervision of Lloyd's surveyor, and when completed will be classed A1 for 12 years.

Ocean Steamships for Dominion Government.—With reference to the announcement made by the Minister of Customs recently, and which was dealt with in Canadian Railway and Marine World for January, as to the building of two steamships for the Dominion Government for service between the Pacific and Atlantic coasts, via the Panama Canal, we are officially advised that it has been decided to build two wooden vessels, and that contracts have been prepared and sent to those who are offering to build them, for consideration and signature. As soon as they are returned signed, the Minister will also sign and the matter will be completed. There is no truth in the reports that the Government is considering the purchase of a fleet of steamships, nor that it has made any purchase of vessels.

The George Hall Coal & Transportation Co. has been incorporated at Ogdensburg, N.Y., with authorized capital of \$1,500,000, to take over the steamships, and terminals at Ogdensburg, Prescott, Ont., and Montreal, heretofore operated by the George Hall Coal Co., and the George Hall Coal Co. of Canada Ltd., and to transport soft coal between Lake Ontario and St. Lawrence River ports.

First Steamship at Toronto.—The Kingston, Ont., Gazette of June 17, 1817, stated that the Frontenac, a steamboat launched at Ernestown in Sept., 1816, had left on her first trip to the head of Lake Ontario on June 5, and would commence a regular service between Kingston and Queenston, calling at York (Toronto), on June 22, 1817.

Telegraph, Telephone and Cable Matters.

G. D. Perry, General Manager, Great Northwestern Telegraph Co., returned to Toronto, Mar. 25, after spending three weeks in Florida.

H. Hulatt, Manager of Telegraphs, G. T. R. and G. T. P. R., addressed the Montreal Electrical Association, Mar. 7, on the position of the inefficient after the war.

John D. Gaines, Superintendent, Commercial Cable Co.'s station at Shanghai, China, and Mrs. Gaines, who have been visiting in Nova Scotia, have returned to China.

C. A. Tinker, who died at Winnipeg, Mar. 13, was for 27 years Eastern Manager, Western Union Telegraph Co., New York, and retired from active service about 15 years ago. He acted as confidential cipher telegrapher to President Lincoln of the U.S. during the civil war.

Dr. A. G. Bell, who invented the telephone at Brantford, Ont., has been awarded the Civic Forum gold medal at New York recently for distinguished public service. He is the third recipient of this medal, the others being General G. W. Goethals and T. A. Edison.

The Great North Western Telegraph Co. has opened offices at Cap Rosier and Port Alfred, Que.; and Arran, Englefield and Wartime, Sask., and has closed its offices at Banning, Bears Pass, Chaffey's Locks, Lake Joseph and Sparrow Lake, Ont., and Grand Beach and Victoria Beach, Man.

John Wilkinson, heretofore Assistant Superintendent, Commercial Cable Co.'s station at Waterville, Ireland, has been appointed Superintendent of the office at London, Eng., vice E. G. Phillips, deceased. He entered the company's service in Oct., 1884, and served as an operator at Liverpool, Eng., until Feb., 1891, when he was appointed Assistant Superintendent there, being transferred to Waterville, Ireland, in Aug., 1911.

Among the Express Companies.

A board of conciliation appointed under the Industrial Disputes Investigations Act to consider the Canadian Northern Ex. Co.'s employes' demands for increases in wages, etc., is reported to have effected a settlement, whereby certain increases are granted.

The Canadian Northern Ex. Co. has opened offices at Bears Pass and Ruel, Ont.; Arran, Englefield and Wartime, Sask.; Lanfine, Alta, and Chu Chua, B.C.; and has closed its offices at Perthuis, Que.; Orillia, Mornington, Uptergrove and Allans station, Ont.; Dropmore and Vista, Man.

The Central Canada Ex. Co., which operates over the Alberta & Great Waterways Ry., the Canada Central Ry. and the Edmonton, Dunvegan & British Columbia Ry., has become a member of the Express Traffic Association of Canada, and arrangements are being made whereby all other express companies may way-bill shipments through to that company's offices under the terms of the Express Classification for Canada.

The Board of Railway Commissioners has extended to express companies subject to its jurisdiction the arrangement whereby certain tariffs of freight or

passenger tolls may be filed with the board by agents, other than officials of companies acting jointly for two or more railway companies, provided such joint agents be duly authorized to act for the several companies by power of attorney, as set forth in general order 14, July 30, 1908 (order 5117).

D. I. Roberts, President, United States Ex. Co., in liquidation, has entered suit against the Baltimore & Ohio Rd. for \$950,361, for damages for breach of contract, under which, from 1887 to 1914, the U. S. Ex. Co. did business over the B. & O.R. It is claimed that from the commencement of 1912, the B. & O.R. did not accord the U. S. Ex. Co. the exclusive privilege as called for by the contract. D. I. Roberts was formerly General Manager at Montreal of the Quebec, Montreal & Southern Ry. and the Napierville Jct. Ry., subsidiaries of the Delaware & Hudson Co.

At the Express Traffic Association of Canada's last meeting in Montreal, the retiring chairman, W. H. Burr, Traffic Manager, Dominion Ex. Co., was given a silver loving cup by the members, in appreciation of the services he had rendered the association since its inception some nine years ago. The new chairman, J. Pullen, President, Canadian Ex. Co., in making the presentation, paid a high tribute to Mr. Burr, pointing out that the success of the association had been due in no small measure to the latter's personal efforts in furthering its interests. Mr. Burr, in reply, stated that his position had always been a most congenial one, and attributed the association's success to the co-operation of the members, rather than to his own exertions.

Gilbert E. Bellerose, whose appointment as Traffic Supervisor, Canadian Ex. Co., Winnipeg, was announced in our last issue, was born at Penetanguishene, Ont., July 15, 1884, and entered transportation service in Apr., 1902, since when he has been, to June, 1903, in Car Service Department, G.T.R., Toronto; June, 1903, to Oct., 1909, clerk and messenger, road service, Dominion Ex. Co., at various points; Oct., 1909, to Nov., 1911, similar positions, Great Northern Ex. Co., Vancouver, B.C., and Spokane, Wash.; Dec., 1911, to June, 1915, messenger, road service, and depot agent, Dominion Ex. Co., Nelson, B.C., and Calgary, Alta.; Feb., 1915, to Feb., 1917, messenger, road service, Canadian Northern Ex. Co., Winnipeg.

Trail Delivery Limits.—The Board of Railway Commissioners passed order 25954, Mar. 22, as follows: Re the establishment of delivery limits by the Dominion Express Co. in the City of Trail, B.C. Whereas order 13357, Mar. 30, 1911, as amended by order 16331, April 18, 1912, prescribes the municipal boundaries as the cartage limits of all points where express companies subject to the legislative authority of the Parliament of Canada now or hereafter have cartage services, with leave reserved to the companies to apply to the board for the establishment of modified cartage zones in cities, towns, or villages (if any) where for any special reasons it might be unreasonable to require such services to be made throughout the entire area thereof. Upon the consent of the said City of Trail, filed—it is ordered that, until further order, the tolls of the Dominion Express Co. include the delivery of express freight on both sides of the following thoroughfares, in the city, viz.: Bay Ave.