

Canada Steamship Lines' Annual Report.

A Montreal press dispatch, Feb. 23, stated that the annual statement shows that, while there was a large increase in gross revenue, there was also a large increase in expenses, with the result that the net for 1917 shows a slight decrease compared with 1916.

After deductions of bond and debenture interest and all other charges there was a profit of \$2,178,401. This compares with \$2,391,027 in 1916, making a decrease of \$212,626. The surplus account shows that after adding the balance from last year and allowing for the \$2,479,166 paid on account of current and deferred preferred dividends, there was surplus of \$2,374,754, an increase of \$547,411.

The President, James Carruthers, in his report to the shareholders, says that the company's tonnage was much greater than in 1916, despite the losses that had occurred, and the future could only be considered as promising of development and expansion on the high seas. In speaking of dividends, he stated that the deferred dividends on the preference shares had been paid, and that it has been decided to resume them quarterly. Altogether the company's situation could be summed up as highly satisfactory.

New Steamships for Canadian Pacific Ocean Services Ltd.

Canadian Railway and Marine World for May, 1917, contained some details of new steamships purchased and ordered by Canadian Pacific Ocean Services, Ltd., for the Atlantic service. One vessel then under construction at Newcastle, Eng., was purchased while on the ways for delivery about Aug., 1917, and arrangements were made with John Brown & Co., Glasgow; The Fairfield Shipbuilding & Engineering Co., Glasgow; and Harland & Wolff, Belfast, for the construction on a cost and percentage basis, of two steamships 605 ft. long between perpendiculars, with a speed of 20 knots an hour, and two steamships 546 ft. long between perpendiculars, with a speed of 16 knots an hour. Owing to wartime restrictions, it has not been permissible to publish particulars of progress on these vessels from time to time, but it is evident that notwithstanding the general pressure in all shipbuilding yards, these orders have been pushed forward. One of these vessels arrived at St. John, N.B., Feb. 14, on her maiden voyage, in charge of Capt. Webster, formerly of the company's s.s. Metagama. Local reports give her dimensions as: length 520 ft., beam 67 ft., depth 42 ft.; tonnage, 15,000 gross. It is also stated that the propelling machinery consists of combined reciprocating and turbine engines, maintaining a speed of 17 knots an hour. Accommodation is provided for about 2,000 passengers.

Telegraph, Telephone and Cable Matters.

A. Entwistle, assistant agent, C.P.R. Telegraphs, Edmonton, Alta., was presented with a wrist watch by the local stax recently, on leaving for Calgary to report for military service.

The Great North Western Telegraph Co. has opened offices at St. Cyr, St. Ulric and Riviere Blanche, Que., and has closed its offices at Abenakis Springs Hotel and Chaleurs, Que., and Kashbaw, Ont.

The Pacific Cable Board's report for the year ended Mar. 31, 1917, shows receipts of \$1,683,870 and expenditures of \$779,240. After placing \$450,000 to the renewal fund, there was a surplus of \$454,600. There was an increase of \$130,635 in receipts and an increase of \$69,755 in expenses. There were no interruptions nor repairs reported during the year. The special war allowance to employes was increased to 20% of the net salary for the year.

Among the Express Companies.

C. J. Crawley has been appointed agent, Canadian Northern Ex. Co., Humboldt, Sask., vice H. E. Race, transferred.

LeBaron Coleman, agent, Canadian Ex. Co., Halifax, N.S., who lost his life in the recent disastrous explosion there, entered express service in 1880, as messenger, Intercolonial Ex. Co., and when that company was taken over by the Canadian Ex. Co. in 1890, he continued in the service, and in 1899 was appointed route agent, and in 1905, agent at Halifax.

The Board of Railway Commissioners has refused the application of the Freight and Express Underwriters, Toronto, that the last paragraph of rule 6 of the Canadian Car Demurrage Rules, prescribed by general order 201, Aug. 1, 1917, be changed to read as follows:—"Notice of claim for refund of demurrage under this rule, to be presented to the carrier's agent within 15 days."

The Board of Railway Commissioners has extended the express collection and delivery limits in Windsor, Ont., to include, by the water front from the eastern to the western city boundaries, by the western city limit from the river, London St., McEwan Ave., Martin St., Cameron Ave., London St., Wellington Ave., Elliott St., Dougal Ave., Giles and Howard Aves., Erie St. and the eastern limit to the river; also outside that area, in McDougall St., from Giles Ave. to Tecumseh Road. This order became effective Jan. 28.

Archibald J. Seaton, who was appointed Superintendent, Eastern Division, Canadian Ex. Co., Montreal, recently, was born in Middlesex County, Ont., Nov. 26, 1867, and entered the company's service in 1886, since when he has been, to 1887, clerk, Galt, Ont.; 1887 to 1901, messenger; 1901 to 1908, agent, St. Thomas, Ont.; 1908 to 1912, route agent, Montreal; 1912 to June 15, 1917, Assistant to Superintendent, Eastern Division, Montreal; June 16, to Dec. 31, 1917, Assistant Superintendent, Eastern Division, Montreal.

An order in council has been passed providing that every express company carrying imported goods into or through Canada shall provide secure and sufficient suffrage warehouses at the customs port of delivery, for the storage of goods so carried in bond by express, pending entry at the Customs House. The warehouses shall be subject to the approval of the Minister of Customs, and also the scale of fees payable as storage, and he shall also determine from time to time, the rental to be paid by the Customs Department for the space allotted to express companies in the customs examining warehouse, etc. The previous regulations enacted Apr. 10, 1917, have been repealed.

The Dominion Ex. Co. was sued at Montreal recently for \$150, the value of a trunk and contents, lost by the company. The company admitted liability to the extent of \$50, to which it claimed to be limited by the stipulation on the contract,

the sender not having declared the value of the trunk to be greater. The person suing claimed that he could not read the contract, it being in English, and urged that the terms of the contract should have been in both English and French as required by the Quebec law. The judgment declared that the law did not require the use of both languages on the one paper. If, however, the plaintiff had asked for a copy of the contract in French, or asked to have it explained in French, he was entitled to it. As he had not done so, judgment was entered for the \$50 which the company admitted.

The Board of Railway Commissioners has ordered that the express collection and delivery limits in Winnipeg, unless otherwise provided in the express classification, or published tariffs, shall include, in that portion of ward 7 between the east end of Point Douglas railway bridge and the Redwood bridge included within Roland St. and Johnson and Noble Aves. on the one side and the Red River on the other, also in Union and Martin Aves. between Watt St. and the C.P.R., and in Watt and Levis Sts. from Martin to Johnson Ave.; from the Redwood bridge by the west bank of the river, the present northern city limit, Main St., Lansdowne Ave., McGregor St., Machray Ave., Parr St., Burrows Ave., McPhillips St., thence C.P.R. west to Bury St., Quelch St., Alexander Ave., McPhillips St., Lipton St., St. Matthews Ave., Sherburn St. Portage Ave., Midland Ry., north bank of the Assiniboine River to the line of Cambridge St., Academy Road, Oxford St., Haskins Ave., Cockburn St., to the C.N.R. yards, Daly St. from Carlaw Ave., Jubilee Ave., Osborne St., Florence Ave., Fisher St., Morley Ave., Eccles St., and the west bank of the Red River to Redwood bridge; also outside of the said enclosed area, in Notre Dame Ave. from McPhillips St. to the C.P.R. Pembina Branch and the Prairie City Oil Co., and in Winnipeg Ave. from McPhillips St. to the Grain Growers Grain Co. The order became effective Feb. 18.

J. A. D. Vickers, Vice President and General Manager, American Express Co., Chicago, Ill., who died there Feb. 16, after a long illness, was born at Toronto, May 22, 1858, and educated at Upper Canada College. He entered express service at Toronto in 1875, with the Vickers Express Co., of which his father was the founder. From that time to Feb., 1882, he held various positions in that office, and at the latter date was appointed Superintendent, and also acted as Treasurer and Auditor. On the absorption of the company by the American Ex. Co., he was appointed Superintendent of the Canadian Division, and held this position until the National Ex. Co. extended its service over the New York, Chicago & St. Louis Ry. and the G.T.R., to Chicago, and over the Toledo, St. Louis & Western Ry. to St. Louis, Mo., in May, 1891, when he was placed in charge of these lines as Superintendent, with office at Chicago, Ill. He was promoted to General Superintendent, July 1, 1905; General Manager, Western Department, Nov. 27, 1906, which position he held until June 11, 1914, when he was appointed Vice President and General Manager, Western Lines, American Ex. Co., his territory covering 55,000 miles of railways, about 7,000 offices and 18,000 employes. V. G. R. Vickers, Vice President, The Holden Co., Ltd., Montreal, and formerly General Superintendent, Foreign and Money Order Department, Dominion Ex. Co., is a brother. The funeral at Toronto, Feb. 20, was attended by a number of express and transportation officials.