

RAILWAY EARNINGS.

Traffic earnings of the three principal Canadian railways for the second week in January aggregated \$5,341,031, an increase over the corresponding week a year ago of \$1,262,610, or 30.9 per cent. The Grand Trunk led the list with an increase of 57.2 per cent.

Beginning with the past week, the earnings of the Canadian Northern Railway will be grouped with those for all the railways under government control, and the combined earnings of the roads will be given under the heading Canadian National Railways. Comparisons will be made with the combined earnings of the roads under this heading for last year.

Following are the earnings for the week, with the increases from a year ago:

	1919.	Inc.	P.C.
C. P. R.	\$2,891,000	\$523,000	22.1
G. T. R.	1,029,578	374,784	57.2
C. N. R.	1,420,433	364,826	34.6
Totals	\$5,341,011	\$1,262,610	30.9

HEATON'S ANNUAL PUBLISHED.

The fifteenth edition of Heaton's Annual—Commercial Handbook of Canada—(Heaton's Agency \$1.50) has been received. As usual we notice important new features. The clear cut commercial maps of each province are new and greatly add to the value of the descriptions of towns. A very complete educational guide with illustrated announcements of the leading universities and schools of Canada is interesting and valuable; but this edition is

DIVIDEND NOTICE.

The Montreal City & District Savings Bank

The Annual Meeting of the Shareholders of this Bank will be held at its Head Office, St. James Street, on Monday, the Tenth day of February next, at 12 o'clock noon, for the reception of the Annual Reports and Statements and the Election of Directors.

By order of the Board,
A. P. LESPERANCE,
Manager.

Montreal, January 3rd, 1919.

Notice is hereby given that the Reverend Fathers Alphonse-Emile Langlais, provincial of the Dominicans, of the city of Saint Hyacinthe, Raymond-Marie Rouleau, Regent of studies, of the city of Ottawa, Pie-Marie Beliveau, of the city of Quebec, and Marie-Dominique Laferriere, of the city of Montreal, will apply to the Legislature of the province of Quebec, at its next session, for an act incorporating them under the name of "Le Tiers-Ordre de Saint-Dominique," with all rights, powers and privileges generally granted to religious corporation.

Nicolet, December 5th, 1918.
ARTHUR TRAHAN,
Attorney for Applicants.

HOWARD ROSS, K.C. EUGENE R. ANGERS

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chiefly remarkable for the section on Natural Resources. This is a veritable up-to-date encyclopedia of the natural resources of the Dominion covering agriculture, fisheries, forest products, fur trade, mining and water powers, with cross references to the special government publications from which complete information can be obtained. This section alone is worth the price of the book. A chapter on the war record of Canada will be useful for all time. Heaton's Annual is known as the standard authority on the customs tariff and regulations. This has been brought up to date with the other old features,—official directory, postal information, insurance directory, shippers guide, etc. There is a valuable set of exchange and commercial tables at the end of the book. The clear side headings and alphabetical arrangements make this a perfect book of reference.

UNIVERSAL NEWS BY WIRELESS.

It is now known that the wireless telephone was used by the British aeroplanes for communicating with the artillery in the marvellous work of "spotting" and directing artillery fire. Mr. Campbell Swinton, in his chairman's address to the Royal Society of Arts, also recalls the successful transmission of articulate speech by wireless between the United States and Paris. We are likely, therefore, to hear a great deal more about wireless telegraphy during the next few years. Mr. Swinton sees no reason why, in the near future, a public speaker in New York and London should not directly address, through the wireless telephone, an audience of several thousands scattered over half the globe. He also foreshadows the organization of a wireless telegraph news service over long distances to a multitude of receiving stations. In wireless telegraphy, he points out, it costs no more to send signals to a thousand receiving stations than to a single one. Thus Lisbon, Rome, Gibraltar, Calcutta, Cape Town, Buenos Aires, New York and many other towns might have their tape machines simultaneously recording messages from London. In this universal distribution of news, rather than in the transmission of private messages, he sees the great field for wireless progress.

ELECTRIC WELDING ARRIVES.

The British Government has invited the Institution of Electrical Engineers to put forward suggestions for ensuring the safety of operators engaged in electric welding. This circumstance, combined with the approval by Lloyds of electric welding for ship's hulls under certain conditions, is a proof that this process of jointing steel will prove a formidable rival of riveting. Hitherto no general regulations have covered electric welding, and the firms engaged in it have adopted their own method, which seems to have been fairly successful in protecting the operator himself from material hurt. The main difficulty is apparently to safeguard other workmen who, especially in the open conditions of the ship yard work, will persist in watching the operators. The ultra-violet rays from the welding arc have an injurious action on the eye, and the infra-red rays burn the skin. Sir William Crookes has invented a glass which protects the eye against both types of radiators; and if its use is made compulsory, together with efficient screening against onlookers, it appears likely that electric welding will become as safe as riveting. It is also admirably adapted to building up the framework of reinforced concrete vessels. Both in Great Britain and in America, State research committees are busy perfecting the details of the process. A big fight is likely to be made by the vested interests (Labour and otherwise) concerned in riveting, but electrical engineers are confident that welding will triumph both in the construction of hulls and in the making and repairing of tanks, ventilators and other portions of ship equipment.

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