

### Telegraph, Telephone and Cable Matters.

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In the general balance sheet of the Dominion for the year ended Mar. 31, the government land and cable telegraph lines are valued at \$348,320.77.

The G.N.W. Telegraph Co. has reopened its office at Richmond, Que., and has closed its offices at Anson and Beamsville, Ont., and Abenakis Springs hotel, Que.

J. B. Rogers, for many years wire chief in the Great Northwestern Telegraph Co.'s Toronto office, has been appointed chief operator, vice C. E. McManus, resigned on account of ill-health.

The new wireless telegraph station at Alert Bay, B.C., the tenth of the stations being erected on the British Columbia coast, is expected to be ready for operation early in December.

The Western Union Telegraph Co. commenced on Nov. 1 to operate all former Great Northwestern offices in New York state except Bombay and Fort Covington, which will still stand as G.N.W. offices.

B. Oldham, wireless operator on the Northern Navigation Co.'s steamboat Huronic, was recently ordered to pay the costs in a case in which he was charged with deserting his ship at Sarnia, Ont., Oct. 21.

The Western Union Telegraph Co. has removed its office in Victoria, B.C., from the corner of Government and Bastion streets to 614 View street, where every provision has been made for its increasing business.

The cable ships Mackay-Bennett and Colonia are at their wharves in Halifax, N.S., transferring cable preparatory to starting out on further repair work. The Commercial Cable Co. has completed the erection of a new wharf for the use of these repair steamers.

The Canadian Northern Steamship Co.'s s.s. Royal Edward, on a recent inward trip signalled her position to the wireless station at Cape Race, Nfld., when 430 miles eastward of that place, which is said to be the longest distance over which communication has been established without a relay in the records of the Canadian signal service.

What is said to be the largest wireless station in the world is being completed and tested out at Arlington, Va. It is one of proposed system of government stations connecting all the strategic naval and military centres of the country. The Arlington plant, including towers, equipment and power station is estimated to have cost about \$1,000,000.

The G.T.R. is gradually extending the telephone system of train despatching. As soon as the line can be completed it will be put in force from Montreal to Chicago on the main line. It is said that this system will be in use on the 15th district between Toronto and Sarnia tunnel about Jan. 1. During the course of the next few months the various despatchers will visit Allandale, Ont., and familiarize themselves with its operation.

Two new wireless telegraph stations have been completed on the upper lakes, viz.:—Midland and Tobermory, Ont., and a third is being completed at Sault Ste Marie, Ont. It is proposed to remodel the station at Port Arthur, Ont. These stations have a range of 300 miles each. Work has been started on a station at Point Edward, near Sarnia, Ont., and it is proposed to erect a

series of stations through to Montreal. When the stations are fully equipped regulations will probably be put in force to compel all vessels to have wireless equipment.

The Dominion Government telegraph line from Ashcroft, B.C., to the Yukon territory is over 2,500 miles long. During the last operating year about 100,000 messages were despatched in each direction, the financial report showing a loss of \$80,000. This is due to the excessive cost of maintenance owing to the severe weather, and the fact that repairmen are constantly patrolling the line. During the last operating year a branch line was built to Port Stewart, 175 miles, and a branch is being built from 150 Mile House on the Cariboo road to Bella Coola.

The Intercolonial Ry.'s Ocean Limited trains will be left on the route between Halifax and Montreal and Montreal and Halifax as daily trains, instead of being discontinued for the winter as heretofore, this being rendered necessary by increased traffic. The Maritime Express trains will also be continued, giving two through trains per day each way.

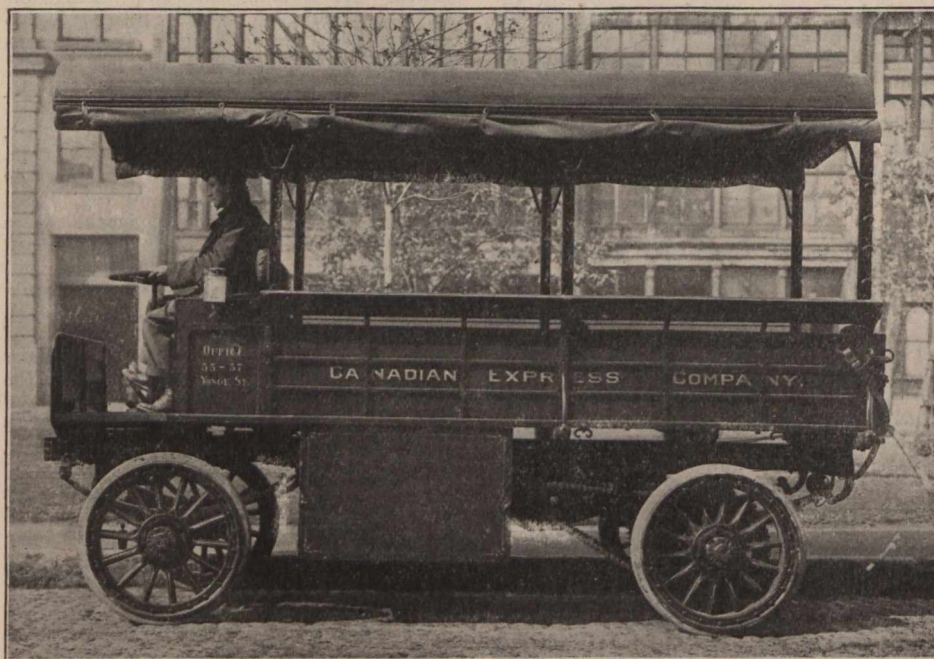
### Among the Express Companies.

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The Canadian Northern Ex. Co.'s agency at Antar, Sask., has been transferred to South Moose Jaw, at end of steel on Moose Jaw subdivision. As there is at present no direct means of connection between that point and the city of Moose Jaw, all traffic for the latter point will, until further notice, continue to be routed via Regina for transfer to Dominion Ex. Co.

The Board of Railway Commissioners has defined the express delivery limits for Halifax, N.S., as follows:—the water front at northwesterly boundary from east end of Miller street, from south end of I.R.C. fence in Campbell road, to Duffus street, Longard road, Livingston street, Intercolonial cotton factory, Young, Oxford and North streets, Chebucto road (to Swain street), Beech street, Quinpool road, Oxford street, Co



Canadian Express Company, Electric Truck.

(For description see Canadian Railway and Marine World, November, pg. 568.)

Internal Combustion Locomotives are, it is said, to be used on the construction of the Australian Transcontinental Ry. on account of the waterless desert country traversed by this new line to the west coast. These will be mainly small contractors' engines, such as have been used elsewhere, but it is suggested that the experience with them may assist in the development of larger ones of the same type to handle the traffic when the railway is in operation.

Railway Trespassers are responsible for a number of accidents and are a source of much trouble and expense to the companies, according to a survey of this matter just made by the Pennsylvania Rd. Last year 527 trespassers lost their lives on the Pennsylvania lines, where they were present in violation of the law. Their acts endangering the lives of the public and employees and giving difficulty to the railway were of such nature as breaking signal and switch lamps and placing obstructions on the tracks. Over \$100,000 was spent by the company's police department during the year in efforts to overcome these troubles.

bourg road to northwest arm, including Oakland road, Wellington and Inglis streets, Tower and Bowery roads and Franklin and Miller streets, to the harbor.

The United States Ex. Co. has issued the following statement:—"The directors have decided not to declare the semi-annual dividend usually paid in November. For the year ended June 30, gross revenue from operation increased \$709,181. The increase of expense was \$1,149,484, and net earnings for the year from all sources applicable to dividends was \$233,228. In view of these results and the establishment of the parcels post and other problems now confronting the company and the uncertainty arising therefrom as to future earnings, the directors do not feel justified in declaring the dividend at this time." The company has paid dividends continuously since 1896. The annual rate of 6% was established in 1910.

The Wabash Rd. is said to have decided to proceed at an early date with the construction of new locomotive repair shops at Decatur, Ill.