

Telegraph, Telephone and Cable Matters

T. G. Galbraith, heretofore chief clerk to Superintendent, Ontario Division, C.P.R. Telegraphs, Toronto, has been appointed Inspector, C.P.R. Telegraphs, Ontario Division, Toronto.

R. N. Young, heretofore Superintendent of Telegraphs, Saskatchewan Division, C.P.R., has been appointed Superintendent of Telegraphs, Alberta Division, vice D. Coons, who has been appointed Superintendent of Telegraphs, Saskatchewan Division.

The Canadian Northern Telegraph Co. has opened offices at Algar, and Vista, Man., and has closed its office at Birch River, Man. Telephones have been installed at Hafford, Speers and Richard, Sask., and messages are accepted for these places, via Denholm, Sask.

The report of the Marconi Wireless Telegraph Co. of Canada for the year ended June 30 was presented at the annual meeting at Montreal Oct. 1. The statement shows a considerable improvement over the previous year, there being a profit of \$62, against a net operating loss of \$5,467 for 1911-12. The balance sheet shows assets of \$5,573,959. The directors were re-elected.

D. H. Bowen, heretofore Assistant Superintendent, Ontario Division, C.P.R. Telegraphs, Toronto, has been appointed Superintendent, Lake Superior Division, C.P.R. Telegraphs, Sudbury, Ont., vice F. T. Jennings, resigned to enter private business. The position of Assistant Superintendent, Ontario Division, C.P.R. Telegraphs, has been abolished.

The erection of the steel tower for the Universal Radio Syndicate's wireless telegraph station at Newcastle, N.B., is practically complete. The steel arrived from England Oct. 2. The plant will occupy about 54 acres, and there will be the steel tower 506 ft. high, and 6 wooden towers, each 300 ft. high, all on concrete foundations. It is stated that it will have a 40 kilowatt station, with a voltage of 1,000, and that it will be the most powerful station in the world.

The Dominion Government wireless telegraph station at Pas, Man., which will be operated chiefly in connection with a similar station to be erected at Port Nelson on Hudson Bay, is practically complete. Owing to the wreck of the vessel in Hudson Bay, which was carrying the construction material and equipment for the Port Nelson station, all of which is entirely lost, the completion of the station at the latter point will be delayed, possibly for a year.

Among the Express Companies.

The American Ex. Co. has closed its offices at Port Hope and Cobourg, Ont.

W. F. Campbell has been appointed acting agent, Dominion Ex. Co., Charlottetown, P.E.I., vice G. Waller, resigned.

The Board of Railway Commissioners has extended the collection and delivery area for express companies in Ottawa by including the Isolation Hospital.

W. C. McGonegal, heretofore agent, American Ex. Co., Cobalt, Ont., has been appointed agent at North Bay, Ont., vice H. C. M. Parritt, transferred to Toronto.

The Board of Railway Commissioners has established express delivery and collection limits for Knowlton, Que., and Kelowna, B.C.

The Canadian Northern Ex. Co. has opened offices at Algar and Vista, Man. The office, which it was announced would be opened at Gravelburg, Sask., will not be opened.

The American Ex. Co. and the National Ex. Co., which, as stated in our last issue, had for many years carried on their business in Montreal under a joint arrangement with the Canadian Ex. Co., in the latter company's offices, commenced their operations apart from the Canadian company, at new offices, 231 St. James St., Oct. 1. J. B. Davies has been appointed General Agent, American and National Ex. Cos., A. B. Howard will be in charge of the financial departments, and G. H. McGrane of the foreign freight department, as heretofore.

The Canadian Ex. Co.'s receipts and expenditures in the United States, for April, as reported to the Interstate Commerce Commission, show total receipts from operation, \$276,922; express privileges, \$121,473; total operating revenue, \$155,488; total operating expenses, \$130,814; net operating revenue, \$24,634; taxes, \$3,000; operating income, \$21,634. As compared with the same month of 1912, there is a general increase, that for the total receipts from operation being \$17,814, and for the net income \$3,466.

Book Reviews.

Any of the books reviewed may be obtained through Canadian Railway and Marine World at the published price.

SAFETY FIRST—By Geo. Bradshaw. 130 pages, 5 by 7½ ins., 99 illustrations, paper covers. McGraw-Hill Book Co., New York. 50c.

Coming at a time when the subject of safety in all walks of life is receiving so much consideration, this book is particularly valuable. For the purpose intended, it leaves little to be desired, as the information contained is set forth in such a concise and interesting manner as to make it acceptable to all classes of railway employes. A great many men will not wade through a lengthy discourse on a subject, but if the same subject is outlined for them graphically, it is rarely that an unappreciative reader is found. In this book, the 99 illustrations graphically depict unsafe conditions as they actually exist, and in some instances the remedy for the condition is also illustrated. The reading matter is confined to a short paragraph (with few exceptions), accompanying each illustration, making the perusal of the book most interesting. About two thirds of the book is devoted to general railway conditions, the balance covering special shop conditions. While the book primarily covers railway

conditions, there will be found in it many valuable suggestions that may be applied to other lines of industry.

BLUE BOOK OF AMERICAN SHIPPING—367 pages, 10 by 7¼ ins. Price \$5. Penton Publishing Co., Cleveland, Ohio.

The 1913-14 edition, which is revised to date, lists all the U.S. vessels on the Atlantic and Pacific coasts and the Great Lakes and western rivers, ship owners, ship, engine and boiler builders, manufacturers of gas and gasoline engines, naval architects, marine engineers, admiralty lawyers, ship chandlers, wrecking companies, etc. The Canadian section contains a list of vessels on the Great Lakes, names of shipping officials, and leading particulars of the Dominion Government graving docks, and of the canal system. In addition, there is a quantity of general information and statistics relative to seaboard and inland marine, and particulars of the various associations associated with the marine interests. While a considerable amount of the matter quoted relates to naval and seaboard matters, special attention seems to have been given to shipping and general traffic on the inland waters, which is of more immediate concern to those for whom the book is intended.

A Safety Exhibit Car for use in connection with the work of the safety department of the New York Central Lines has recently been put in service. It will serve as an instruction car, in teaching the principles of safety first to the employes. Along each side of the car are models of the machines used in the different shops to safeguard the workmen against injury. By means of photographs arranged on the walls, the safe and the unsafe methods of doing various kinds of work are depicted. Other framed pictures show how it comes about that, annually, over 10,000 trespassers are killed and injured on railways in the U. S.

The Department of Trade and Commerce is asking for tenders to Nov. 5 for the construction of a grain elevator with a capacity of 1,500,000 bush. at Port Nelson, Hudson Bay.

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