

Among the Express Companies.

The Canadian Northern Ex. Co. has opened offices at Hughton, Pinkham and Wiseton, Sask., and at Richdale, Alta.

Application was made to the Board of Railway Commissioners, June 26, for the extension of the express delivery and collection limits in Winnipeg.

The Board of Railway Commissioners has ordered the Dominion Ex. Co. to file a special tariff applicable to through shipments of milk or cream to Boston, Mass.

The Canadian Ex. Co. is being proceeded against in Moncton, N. B., for alleged violation of the Canada Temperance Act, in handling intoxicating liquor in prohibition areas.

The Board of Railway Commissioners has ordered the Canadian Northern Ex. Co. to file joint tariffs showing express rates on fruit and vegetables from its shipping point in Prince Edward County, Ont., to points beyond or via Smiths Falls, reached jointly by it, and Canadian, or Dominion Ex. Cos. that shall not exceed rates on said commodities published by Canadian and Dominion Ex. Cos. from Niagara district to same points.

The United States Express Co. ceased business June 30, in pursuance of the resolution of the directors at a special meeting called for that purpose, Mar. 13. The company was a joint stock association, the members of which each had full partnership liability for the company's obligations. It was organized Apr. 22, 1854, for 10 years, and for further periods at various dates, the last extension being for 20 years from May 1, 1904. As stated, the company ceased doing business on June 30, as a public carrier, but it will take several years before its affairs can be liquidated and its assets distributed. The President of the company is D. I. Roberts, who was appointed Jan. 1, 1913, having been, prior to that date, General Manager, Quebec, Montreal and Southern Ry., and Napierville Jct. Ry., Montreal.

Telegraph, Telephone and Cable Matters.

The Canadian Northern Telegraph Co. has opened offices at Pinkham and Wiseton, Sask., and at Richdale, Alta.

The Royal Society of Arts, it is announced, will award the Albert Medal for the current year to W. Marconi, for his services in the development and practical application of wireless telegraphy.

It is reported that the C. P. R., owing to increase in business, has leased the Okanagan Telephone Co.'s line between Vernon and Kelowna, B. C., pending the erection of a new line south from Vernon along the Okanagan Lake shore to Penticton.

The Great North Western Telegraph Co. has opened offices at Beaumaris, Cardinal Point, Charing Cross, Milford Bay, Petawawa Camp, Port Cockburn and Rosseau, Ont., Abenakis Springs Hotel, Chaudiere Basin, Little Metis Lighthouse and Riviere Ouelle Wharf, Que., and has changed the name of its office at Beaurivage, Que., to St. Florence.

The C.P.R. Telegraph Department has opened offices at Keith and Retlaw, Alta.; Cedar Creek and Malakwa, B.C.; Barkers, Colters, Minto, Newcastle and Ripples, N.B.; Port Hawkesbury, N.S.; Ingersoll Jct., Kenilworth, Levak, Nestorville, Petawawa military camp, Ont.; Cadillac, Java, Meyronne, Notokou, Pontix, Prelate, Regina Beach and Sceptre, Sask.; and has closed its offices at Keoma, Pearce, Seebe, Spring Coulee and Whitla, Alta.; Whonnock, B.C.; Antigonish, N.S.; Eldon, Folger,

Kama, Lochalsh, Middleton, Ramsay, and Trudeau, Ont.; Baring, Belbeck, Biggar, Blucher, Chandler, Crane Lake, Cross, Kedleston, Primate and Tregarva, Sask.

The C.P.R. Telegraph Department has issued the following notice to its operating staff,—“From an analysis of error statements it is shown that the majority of errors made are the result of indifference or thoughtless mechanical work. Palpable and preventible errors are underscored by the receiving operator on the assurance of the sending operator that it is according to copy; the underscore of the receiving operator becomes a confirmation of the error which goes through without further question to the addressee, often to his annoyance and always to the company's injury. The value of the simplest action depends upon the amount of thought put into it, and the large volume of business handled by the telegraph companies, and the small percentage of errors is a great compliment to the intelligence of the telegrapher and the thoughtful care most men put into their work, but as a chain is no stronger than its weakest link, the poor work of the few throws discredit on the good work of the many, and therefore it behooves all who take an interest in themselves and the company to prevent whenever and wherever possible the perpetration of errors. It is therefore ordered that operators will in future refer errors or doubtful words that cannot be corrected between themselves, to the chief operator, or traffic chief, who, if the correction cannot be made without undue delay, will forward the message subject to correction and service the office of origin for confirmation of the word in question. Operators who allow errors or doubtful words to pass, that might have been corrected, will have such cases charged against their record, and where such lapses are repeated, the local management shall apply the proper remedy to protect the good name of the company as well as that of its employees.

Association of Railway Telegraph Superintendents.

At the annual convention at New Orleans, La., recently R. G. Gage, Signal and Electrical Engineer, Canadian Government Railways, Moncton, N.B., J. McMillan, General Superintendent of Telegraphs, Western Lines, C. P. R., Winnipeg, and W. J. Kelly, Superintendent of Telegraphs and Telephones, Timiskaming and Northern Ontario Ry., North Bay, Ont., were among the new members elected, while in addition, the following were present from Canada, W. J. Camp, Assistant Manager of Telegraphs, C. P.R., Montreal, D. Coons, Superintendent of Telegraphs, Saskatchewan Division, C.P.R., Moose Jaw, and T. Rodger, Inspector of Telegraphs and Telephones, G.T.R. Papers were read and discussed on the following subjects,—unit cost of railway pole line construction and repairs, organization of gangs including plans for boarding the men, the fitting of applicants for telegraph and telephone service on railroads, organization of forces for restoring wire service interrupted by storms, wireless telegraphy in railroad service, physical and phantom transpositions, the printing telegraph, and the maintenance of telephone and telegraph equipment.

In the discussions on the various papers, W. J. Camp and J. McMillan took part, favoring the use of boarding cars against boarding houses for the use of gangs, the men themselves preferring them, and also on account of the difficulties in finding boarding houses in the immediate vicinity of the job in hand.

On the matter of utilizing telegraph line-men on telephone line maintenance, the Canadian representatives gave their experiences, and described the training given to the telegraph men to enable them to take care of the telephone equipment also.

In a discussion on a paper relating to the organization of forces for restoring wire service interrupted by storms, W. J. Camp stated that he found that the best results were achieved by using single or twin wires, and as to the strengthening of the poles, he pointed out that that would necessitate the strengthening of the crossarm, all of which would make construction much more expensive. He explained the methods used on the C.P.R. for supplying operators, and commented favorably on the refusal of the Board of Railway Commissioners to raise the age of employment from 18 to 21. In discussing the use of the printer telegraph on railways, he said that on the C.P.R. various systems of printing telegraph had been tried with satisfactory results, and described the two printer circuits now being operated between Montreal and Toronto, and those between Montreal and Quebec and Montreal and Ottawa.

The 1915 convention will be held at Rochester, N.Y., from May 22 to 25, inclusive. Following are the officers for the current year,—President, W. C. Walstrum, Superintendent Telegraphs, Norfolk and Western Ry., Roanoke, Va.; First Vice President, E. C. Keenan, Superintendent Telegraphs, New York Central Lines, Chicago, Ill.; Second Vice President, L. S. Wells, Superintendent Telegraphs, Long Island Rd., New York; Secretary-Treasurer, P. W. Drew (since 1882), Superintendent Telegraphs, Minneapolis, St. Paul and Sault Ste. Marie Ry., Chicago, Ill.; Chairman Eastern Division, H. Potter, Superintendent of Telegraphs, Southern Ry., Washington, D.C.; Chairman Western Division, M. A. Clapp, Superintendent Telegraph, Northern Pacific Ry., St. Paul, Minn.

Book Reviews.

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

THE GREAT LAKES RED BOOK. 143 pages, 4¼ by 3 ins., paper. Penton Publishing Co., Cleveland, Ohio. \$1.

This handy pocket size booklet contains the names of over 1,000 vessels operating on the Great Lakes, with the names of owners, captain and chief engineer in each case, for the current season. The names of the vessels are listed alphabetically and each bears a fleet number, under which the whole of the owning company's vessels, with the foregoing information, appears.

MARINE DIRECTORY OF THE GREAT LAKES. 484 pages, 6 by 9 ins., cloth. Mitchell and Co., Cleveland, Ohio. \$5 net.

This book is compiled with the idea of giving to all interested in shipping, complete information covering vessels, ore and coal docks, grain elevators, etc., on the Great Lakes. The information concerning the various vessels seems to be fairly complete, and it is arranged in convenient manner for quick reference. In addition to the general information concerning vessels, there are a number of historical facts concerning the Great Lakes, from their discovery to the present time, and descriptions of the various connecting waterways and canals, both Canadian and U. S., with charts of the various harbors. The book is well illustrated with a number of the best types of passenger and freight vessels on the lakes.