

The British House of Commons has approved an agreement with the Canadian Government relating to a reduction in the cable rates to the West Indies in return for a subsidy of £16,000 a year for ten years, payable in equal shares by the British and Dominion Governments, and for the continuance for the same period of subsidies amounting to £10,300 a year to the West Indies Colonies Co., which undertakes to reduce the cable rates now in force. There will be a flat rate between any of the colonies and the United Kingdom of 2s. 6d. a word and 1s. 6d. a word to Canada, in place of rates ranging from 3s. to 5s. 6d. and 2s. 2½d. to 4s. 9½d. Provision is also made for a reduction of 50% in charges for Government and press messages, deferred cables, daily news bulletins, etc.

It is reported to have been announced from Ottawa, presumably by the military authorities, that it is difficult to secure proficient telegraph operators for war service in Europe, owing to the difference in code. Operators claim that what is termed as the continental code can be mastered in about 10 days, so that that difficulty can easily be overcome. While this matter is to the front, it is expected that an impetus will be given to the question of displacing the code in use on this continent, in favor of the continental code, which is said to be more simple and speedy, and thus bring the whole telegraphic system under the one code. The continental code is used for wireless telegraphy and for cable messages, and also over the land lines operated by the Pacific Cable Board under lease from the C.P.R., while occasional direct cable communication from main C.P.R. centres with Great Britain is also made by the same code. The question of the change is under discussion by the various companies in the U.S., and it does not appear that the difficulties are too great to overcome.

Among the Express Companies.

The Canadian Northern Ex. Co. has opened offices at Westside, Man., and Hearne, Sask.

The Canadian Ex. Co.'s operations for June, cover receipts \$261,901; exp. priv. \$113,178; operating revenue \$148,722; operating expenses \$129,504; net revenue \$19,218; taxes \$3,000; operating income \$16,218, against \$276,922 receipts; \$121,473 exp. priv.; \$155,448 operating revenue; \$130,814 operating expenses; \$24,636 net revenue; \$3,000 taxes; \$21,634 operating income for June, 1913.

With reference to the paragraph in our last issue, relating to the liquidation of the British Columbia Express Co., we are officially advised that owing to the advance of railway construction in the territory covered by the company, the Government mail contract was given up, and the stage equipment sold to the Inland Express Co. Otherwise the company is continuing business as before and carrying mails for the Inland Ex. Co. for the river part of the journey. Jas. C. Shields, Ashcroft, B. C., and J. T. Robinson, Kamloops, B. C., control the Inland Ex. Co.

The Inland Express Co., which is reported to have taken over a portion of the British Columbia Ex. Co.'s business, was incorporated under the first mentioned name in Dec., 1913, with the object of taking over the business of J. C. Shields and J. T. Robinson, carried on under the name of the Imperial Express Co. It has an authorized capital of \$50,000, and office at Ashcroft, B. C. It is stated that the company receives a subsidy of \$12,000 a month from the Dominion Government, and in addition \$5,000

a month for the carriage of passengers and freight, and also that the company has taken over the stage, express and passenger business of the British Columbia Ex. Co. There are some matters in dispute between the two companies, and litigation is in progress between the parties. It is alleged that the British Columbia Ex. Co. agreed to cease business as an express carrier. The officers and directors of the Inland Ex. Co. are:—President, J. C. Shields; Vice President, J. T. Robinson; Secretary, W. H. Edmunds; Superintendent, Leslie Cameron; other director, F. J. Fulton, K.C.

The Canadian Northern Ex. Co.'s total receipts from operation for June were \$84,623; express privileges, \$32,156; total operating revenue, \$52,467; operating expenses, \$35,456; net operating revenue, \$17,011; taxes, \$6,389; operating income, \$10,621, against \$87,203 total receipts from operation; \$34,051 express privileges; \$53,151 total operating revenue; \$32,200 operating expenses; \$20,950 net operating revenue; \$631 taxes; \$20,318 operating income for June, 1913. Aggregate total receipts from operation for 12 months ended June 30, \$971,947; express privileges, \$374,704; total operating revenue, \$597,243; operating expenses, \$402,993; net operating revenue, \$194,249; taxes, \$21,157; operating income, \$173,092, against \$957,275 aggregate total receipts from operation; \$372,602 express privileges; \$584,672 total operating revenue; \$365,833 operating expenses; \$218,839 net operating revenue; \$6,316 taxes; \$212,522 operating income, for same period 1912-13. The mileage of steam roads over which the company operated for the year ended June 30, 1914, was 6,130.77, and other lines 22 miles, against 5,736.67 and 22 for the same period 1912-13.

Trade and Supply Notes.

The matter which appears under this heading is compiled, in most cases, from information supplied by the manufacturers of, or dealers in, the articles referred to, and in publishing the same we accept no responsibility. At the same time we wish our readers distinctly to understand that we are not paid for the publication of any of this matter, and that we will not consider any proposition to insert reading matter in our columns for pay or its equivalent. Advertising contracts will not be taken with any condition that accepting them will oblige us to publish reading notices. In other words, our reading columns are not for sale, either to advertisers or others.

John Bertram & Sons Co., Ltd., Dundas, Ont., manufacturers of machine tools, have distributed a wall calendar pad, one sheet for each day.

Babcock & Wilcox, Ltd., Montreal, supplied the marine type boilers for the s.s. Princess Margaret, built recently for the Canadian Pacific Ry., and which was described in our August issue.

Taylor and Arnold, Limited, railway supplies, etc., Montreal, have been authorized by supplementary letters patent under the Dominion Companies Act, to increase their capital stock from \$50,000 to \$100,000.

Flannery Bolt Co., Pittsburg, Pa., has issued its 1914 catalogue of the Tate flexible staybolt and tools for installation, which is being distributed by Canadian Allis-Chalmers Ltd., Toronto, exclusive agents in Canada.

Independent Pneumatic Tool Co., Chicago and Montreal, has issued circular V, describing its Thor roller bearing piston air drills, pneumatic chipping, calking and flue beading hammers, turbine drills, staybolt drivers, air hose, couplings, etc.

Algoma Steel Corporation, Ltd., announces the discontinuance of its sales office in Montreal, and that all material manufactured by it will be sold through its

sales department at Sault Ste. Marie, Ont., to which department all inquiries should be addressed.

The Trolley Supply Co., Canton, Ohio, has issued a 60 pg. catalogue of trolley supplies, including Knutoon trolley retriever, Ideal trolley catcher, Simplex and Peerless trolley bases, Peerless check valve and junior headlight, pressed steel dash headlights, Hollis safety fender and no. 3 detachable fender.

The Electric Railway Improvement Co., Cleveland, Ohio, has leased bonding cars recently to the following:—Des Moines City Ry. Co., Des Moines, Iowa, 2nd car; Bell & Jamison, Los Angeles, Calif., 2nd car; Jamestown Westfield & N.W. Rd., Jamestown, N.Y.; Wilkes Barre & Hazelton Ry. Co., Hazelton, Pa.; Shore Line Electric Ry. Co., Norwich, Conn.

Canadian General Electric Co., Ltd., Toronto, has issued bulletin A4200 on strain insulators and strain clamps, also a catalogue of chloride accumulators and Tudor accumulators for electric railway, lighting and power stations, interlocking switch and signal and telephone and telegraph service; and a small pamphlet illustrating different types of railway condulets, as well as a bulletin on rail bonds and bonding tools containing a minute description of manufacturing methods.

Transportation Associations, Clubs, Etc.

The names of persons given below are those of the secretaries.

Canadian Car Service Bureau, J. Reilly, Manager, 401 St. Nicholas Building, Montreal.

Canadian Electric Railway Association, Acton Burrows, 70 Bond Street, Toronto.

Canadian Freight Association (Eastern Lines), G. C. Ransom, Canadian Express Building, Montreal.

Canadian Freight Association (Western Lines), W. E. Campbell, 502 Canada Building, Winnipeg.

Canadian Railway Club, J. Powell, St. Lambert, Que. Meetings at Montreal, 2nd Tuesday each month, 8.30 p.m., except June, July and August.

Canadian Society of Civil Engineers, C. H. McLeod, 176 Mansfield St., Montreal.

Canadian Ticket Agents' Association, E. de la Hooke, London, Ont.

Central Railway and Engineering Club of Canada, C. L. Worth, 409 Union Station, Toronto. Meetings at Toronto, 3rd Tuesday each month, except June, July and August.

Dominion Marine Association, Counsel, F. King, Kingston, Ont.

Eastern Canadian Passenger Association, G. H. Webster, 54 Beaver Hall Hill, Montreal.

Engineers' Club of Montreal, R. W. H. Smith, 9 Beaver Hall Square, Montreal.

Engineers' Club of Toronto, R. B. Wolsey, 94 King St. West, Toronto.

Great Lakes and St. Lawrence River Rate Committee, Jas. Morrison, Montreal.

International Water Lines Passenger Association, M. R. Nelson, New York.

Niagara Frontier Summer Rate Committee, Jas. Morrison, Montreal.

Nova Scotia Society of Engineers, A. R. McCleave, Halifax, N.S.

Quebec Transportation Club, A. F. Dion, Quebec.

Ship Masters' Association of Canada, Capt. E. Wells, 45 St. John St., Halifax, N.S.

Toronto Transportation Club, W. A. Gray, 143 Yonge St., Toronto.

Western Canada Railway Club, Louis Kon, P. O. Box 1707, Winnipeg. Meetings at Winnipeg, 2nd Monday each month, except June, July and August.

Transportation Conventions in 1914.

Oct. —.—American Association of Dining Car Superintendents, Washington, D.C.

Oct. 12-16.—American Electric Railway Association, Atlantic City, N.J.

Oct. 14-16.—American Association of Railway Surgeons, Chicago, Ill.

Oct. 19-23.—Association of Railway Electrical Engineers, Chicago, Ill.

Oct. 20-22.—American Railway Bridge and Building Association, Los Angeles, Cal.

Nov. 17.—National Association of Railway Commissioners, Washington, D.C.

Nov. 17-19.—Maintenance of Way and Master Painters' Association of the United States and Canada, Detroit, Mich.

Nov. 18.—American Railway Association, Chicago, Ill.