

ter's certificate for two months for this reckless navigation; but by doing so it would expose the vessel to some delay in obtaining another master, and it would appear that the masters available today may not think fit to take command of this vessel, which is bound to a place in Europe with a cargo consigned to the Admiralty, containing provisions or ammunition for the Allies. This peculiar position prevents the court from acting as it would otherwise do, and therefore it will meet the situation as it is by severely censuring the master for venturesome navigation in unknown waters, without having first surrounded himself with the necessary information. The Third Officer, who was on the bridge at the time, is exonerated from all blame, as he took the courses from the master. The court has noted that the log books have been well kept, and noticed as well that the compass was increasing its error on the courses being steered, for some time past, which should have awakened the master to the necessity of giving the coast line on these courses a wider margin. With this reprimand goes the caution to the master to be more prudent and not hazard property entrusted to his care in the manner in which he did in this instance."

Telegraph, Telephone and Cable Matters.

The Great North Western Telegraph Co. has been ordered by the Board of Railway Commissioners to restore telegraph tolls charged prior to July 1, from Pas, Man., and to file amendment to its tariff accordingly.

The Marconi Wireless Telegraph Co. has established a school of wireless telegraphy at Montreal, equipped with a complete dummy system arranged for a radius of 400 miles. It is in charge of D. P. R. Coats, who has had considerable experience as a Marconi operator.

The Western Union Telegraph Co.'s new cable repair vessel, Lord Kelvin, was at Halifax, N.S., recently, on her first trip to that port. She is of the most modern type for her class of work, burns oil fuel, and is equipped with the most up to date machinery for locating, raising and testing cables.

The arbitration board appointed to deal with the Great North Western Telegraph Co.'s operators' application for increases of wages of about 15%, is as follows:—Judge C. T. Snider, chairman; F. H. McGuigan, Toronto, formerly Vice President, G.T.R., representing the company, and D. Campbell, Winnipeg, on behalf of the operators.

A. C. Fraser, Superintendent of Telegraphs, Eastern Lines, C.P.R., who was in Halifax, N.S., recently, is reported to have stated that the C.P.R. had completed a new copper line to the Marconi station at Louisburg, thus giving the company a new line for Marconi business, from Louisburg to Montreal, the one used previously for this traffic being released for other business.

It is reported that the Dominion Government has engaged P. E. Edelman, St. Paul, Minn., to prepare plans for wireless telephone and telegraph systems to secure communication with the Dominion parks in the west. The installations will, it is said, be the first of their kind, and a new application of radio communication, the equipment being of a special design adapted for the difficult mountain service.

The Great North Western Telegraph Co. has opened offices at Little Metis Beach, Manoir Richelieu, Pointe au Pic,

and Perthuis, Que.; Barriefield Camp, Bobcaygeon, Chaffeys Locks, Dwight, Grimsby Beach, Kemptville, Lake Joseph, Milford Bay, Muskoka Lakes, Petewawa Camp, Rosseau, Royal Muskoka Hotel and Sparrow Lake, Ont., and Sangudo, Alta. The offices at St. Andre de Kamouraska, Que., Colebrook, Ont., and Brule Lake and Cardiff, Alta., have been closed.

A. G. Saylor, General Manager, Eastern Division, Western Union Telegraph Co., New York, New York, who retires Sept. 1, on pension, was born at Bloomfield, Ont., June 11, 1859, and entered Dominion Telegraph Co.'s service at 10 years of age, as a messenger at Ingersoll, Ont. Two years later he was appointed operator at Walkerton, Ont., and after a year of service with the Montreal Telegraph Co. at the Parliament Buildings and at the Montreal main office, he was appointed night operator, G.T.R., at Portland, Me. He subsequently entered the Atlantic & Pacific Telegraph Co.'s service, and later joined the Western Union Telegraph Co., and remained there until his retirement. He was appointed General Superintendent, Eastern Division, Mar. 1, 1910, and the title was shortly after changed to General Manager.

Marconi Wireless Telegraph Co's Annual Meeting.

The report for the year 1915, presented at the recent annual meeting in London, Eng., showed that there was no change in the capital stock since the previous year. Bills payable and sundry creditors showed a reduction of about £8,000 and £16,000 respectively, and the general reserve account stood at £967,530 0s 6d, an increase of about £100,000. Other increases were, cash at bankers, £20,000; investments and temporary loans, £173,500; sundry debtors, debit balances and expenditures on foreign developments, £23,000; shares in associated companies and patents £23,000. The shares appear in the balance sheet at cost, but have a par value of £2,484,369 14s 10d. The profit and loss account shows the balance of contracts, sales and trading account, to be some £210,000 more than in the preceding year, and the net profit £377,817 12s 1d, an increase of some £145,000. The amount written off for depreciation of exchanges and investments was £53,000. Business during the year can scarcely be considered as normal. A considerable amount of work should have been undertaken in various parts of the world, but for the war, but against this

there were many additional orders from British and allied countries. On account of the war, the associated companies have not been able to make the progress which they otherwise would have done. The trans-Atlantic service with the United States, which was ready for working when war commenced, has had to continue idle, the British stations remaining under Government control. The programme in connection with the Canadian company has had to remain in abeyance. During the war, the British Government has made considerable use of the company's patents, compensation for which will be matter for negotiation, as also will be compensation for the use of stations and the system generally.

During the year, G. Marconi, G.C.V.O., has been engaged in research work in Italy, where he carried out some important improvements and tests. The results obtained were far reaching and directly concerned with the future practice of wireless telegraphy and wireless telephony over long and short distances, no matter whether conducted by means of ordinary sparks, quenched sparks or continuous waves, and it is believed that results hitherto impossible will be obtained. It was officially announced that in the near future he will introduce a new, independent and very simple installation, to be worked from the bridge of a ship, which will put an end to all danger of collision at sea in darkness or fog.

A dividend of 5% less income tax was declared payable on ordinary shares, Aug. 1, to shareholders of record on June 29.

Transportation Conventions in 1916.

- Sept. 5 to 8.—Traveling Engineers' Association, Chicago, Ill.
- Sept. 12-14.—Master Car and Locomotive Painters' Association of United States and Canada, Atlantic City, N.Y.
- Sept. 12-14.—Railway Signal Association, Mackinac Island, Mich.
- Sept. 19-22.—Roadmasters and Maintenance of Way Association, New York.
- October 3-5.—Railway Fire Protection Association, New York.
- Oct. 9-13.—American Electric Railway Association, Atlantic City, N.J.
- October 10.—Association of Manufacturers of Chilled Car Wheels, New York.
- Oct. 17, 18.—American Association of Passenger Traffic Officers, Washington, D.C.
- October 17-19.—American Railway Bridge and Building Association, New Orleans, La.
- October 17-19.—Maintenance of Way and Master Painters' Association of the United States and Canada, Philadelphia, Pa.
- Oct. 18-20.—Society of Railway Financial Officers, Washington, D.C.
- Oct. 19-21.—American Association of Dining Car Superintendents, New Orleans, La.



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