

Transportation Conventions in 1915-16.

Aug. 17.—International Railroad Master Blacksmiths' Association, Philadelphia, Pa.
 Aug. 19, 20.—American Association of Railroad Superintendents, San Francisco, Cal.
 Sept. 14-16.—Roadmasters' and Maintenance of Way Association, Chicago, Ill.
 Sept. 14-16.—Master Car and Locomotive Painters' Association of the United States and Canada, Detroit, Mich.
 Sept. 14-17.—Railway Signal Association, Salt Lake City, Utah.
 October.—American Association of Dining Car Superintendents.
 Oct. 4, 5.—American Association of Traveling Passenger Agents, Boston, Mass.
 Oct. 4-8.—American Electric Railway Association, San Francisco, Cal.
 Oct. 5-7.—Railway Fire Protection Association, Chicago, Ill.
 Oct. 13-15.—American Association of Railway Surgeons, Chicago, Ill.
 Oct. 19-21.—Maintenance of Way and Master Painters' Association of the United States and Canada, St. Louis, Mo.
 Oct. 19-21.—American Railway Bridge and Building Association, Detroit, Mich.
 Dec. 7-10.—American Society of Mechanical Engineers, New York, N.Y.
 Jan. 18-20, 1916.—American Wood Preservers' Association, Chicago, Ill.
 March 21-23, 1916.—American Railway Engineering Association, Atlantic City, N.J.
 May 2-5, 1916.—Air Brake Association, Atlanta, Ga.
 June 28, 1916.—Association of American Railway Accounting Officers, Detroit, Mich.

Among the Express Companies.

The Canadian Ex. Co. has announced that it will carry free to relatives the effects of soldiers who have died whilst on active service.

F. H. Hill has been appointed agent, Dominion Ex. Co., Kelowna, B.C., vice E. C. MacIntyre, who has rejoined his regiment in England for war service.

The Dominion Ex. Co. is operating over the Kettle Valley Ry. from Midway to Merritt, B.C., by way of Penticton. An office has been opened at Penticton.

The Canadian Northern Ex. Co. has commenced its service on Canadian Northern Ry. lines between St. Albert and Peace River Jct., and between Camrose and Edmonton, Alta.

The Dominion Ex. Co. has notified its agents that according to an intimation from British railway companies, the latter will not now accept shipments on which charges have not been fully prepaid. This is made necessary owing to the depletion of staffs due to employes being on active service.

H. Hynes, J. Todd and W. Ellis, employes of the Canadian Ex. Co. at Toronto, were arrested, July 20, on charges of theft of \$2,141, alleged to have been stolen in different sums during 1914 and 1915. The system is stated to have been difficult of detection owing to the way in which shortages have been covered and books falsified. Action was taken at the instance of a bonding company.

The Canadian Ex. Co. on June 16 placed its service in force over the Grand Trunk Pacific Ry. Moose Jaw Northwesterly line between Regina and Gilroy, Sask. A tri-weekly service is given, and offices have been opened at Adams, Archydale, Burdick, Burt, Central Butte, Eastview, Eskbank, Forgray, Gilroy, Keystown, Lake Valley, Lawson, Mawer, Moose Jaw, North Regina, Pattie, Rowletia, Sidmar and Stony Beach.

The Canadian Ex. Co. announces arrangements, effective July 13, for a through express service between eastern and western Canada, on through passenger trains, operating over the Canadian Government Railways (Intercolonial, Prince Edward Island, and National Transcontinental Rys.), G.T.R., Timiskaming and Northern Ontario Ry., and G. T. Pacific Ry. Through express cars will be operated between

Toronto and Winnipeg without transfer, in charge of messengers. The company has arranged with the Canadian Government Railways for the handling of express matter over the N.T.R., and services have been established between points where passenger trains are in operation, viz., Fort William and Winnipeg, Cochrane and Winnipeg, Quebec and Fitzpatrick, Que., and Quebec and Monk, Que. The jurisdiction of the company's superintendents has been extended as follows: F. Norman, Winnipeg to Fort William, office Winnipeg; E. Allen, east of Superior Jct. to the Ontario-Quebec boundary, office Toronto; N. J. Ross, east of Ontario-Quebec boundary to, but not including Edmundston, N.B., office, Montreal; H. C. Creighton, Edmundston to Moncton, N.B., office St. John, N.B.

Telegraph, Telephone and Cable Matters.

The Dominion Government has had built at Vancouver, a small motor boat for telegraph service along the coast.

T. E. Dudley, agent, Great North Western Telegraph Co., St. Catharines, Ont., has been retired on a pension, after 51 years of continuous service.

The C.P.R., the Great North Western Telegraph Co. and the Bell Telephone Co. have been ordered by the Board of Railway Commissioners to remove their poles from streets in Hamilton, Ont., on which a conduit system has been built.

The Great North Western Telegraph Co. has opened offices at Sarcee Camp, Alta., Beaver, Man., Barriefield Camp and Royal Muskoka Hotel, Ont., Abenakis Springs Hotel, Capucins, Hotel Manoir Richelieu, Lake St. Joseph Hotel, Little Metis and Pointe au Pic, Que., and has closed its office at Neepawa, Man.

The Western Union Telegraph Co.'s earnings for the first six months of 1915 were \$24,019,260, an increase of \$1,532,682; maintenance and depreciation \$3,878,138, an increase of \$365,567; expenses \$15,481,607, a decrease of \$704,949; balance \$4,659,515, an increase of \$1,891,064; surplus after charges \$3,990,915, an increase of \$1,891,089.

The wireless telegraph station at Sayville, Long Island, N.Y., owned and operated by the Atlantic Communication Co., which was said to be under German control, was taken over by the U.S. Government, July 8, "in the interest of American neutrality and to avoid contravention of the Hague convention forbidding the establishment of a wireless station on neutral soil during a war." The company has protested against the Government action.

The Marconi International Marine Communication Co.'s report for 1914, presented at the annual meeting in London, Eng., July 7, stated that during the last five months of the year, the business suffered considerable disorganization and some loss, owing to the war entailing a great increase of work and strain on those responsible for the conduct of the business, but notwithstanding this substantial progress was shown. The revenues showed considerable increase over those of 1913. The company owns and operates on the high seas 905 public telegraph stations against 788 in 1913, and during this year up to June 19 the number was increased to 970.

The Dominion Telegraph Co.'s 46th annual report for the year ended June 30, shows total assets of \$1,309,612.25 and current liabilities of \$1,017,650.37. The company's property is leased to the Western Union Telegraph Co. for 99 years from July 1, 1879, on a guarantee of interest at 6% per annum, which has been paid regularly quarterly in advance since the commence-

ment of the lease. The report says "Your directors deeply deplore the demise on Feb. 25, after a protracted illness, of their old and faithful friend and colleague, Thos. Swinyard, who was connected with the company for 40 years, first as General Manager, then as Managing Director and Vice President, and for the last 32 years as President, and acting upon their feelings of regret and esteem, promptly conveyed to the family of the deceased an official expression of their sorrow and regret, and their sincere condolences, which they felt would be fully shared in and approved of by the stockholders of the company."

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.

American Locomotive Co.—W. Spencer Robertson has been appointed Secretary, vice C. R. Denny, resigned.

Taylor & Arnold, Limited, railway material and supplies, Montreal, announce the appointment as Vice President, of Herbert Ewan, who resigned his position as Sales Manager, Canadian Steel Foundries, Ltd.

Canadian Car & Foundry Co., Ltd., Montreal, has opened an office at 11 Waterloo Place, Trafalgar House, London, Eng., in charge of Geo. Condon, formerly of Montreal. Two of the company's engineers, E. R. Viberg and G. G. Elster, are also located in London.

M. Beatty & Sons, Ltd., Welland, Ont., manufacturers of contractors' machinery, etc., announce that the control and management of the company has been changed. H. L. Beatty has been elected President, and A. O. Beatty, heretofore Consulting Engineer, has been elected Vice President and General Manager. H. T. Dunbar, of Buffalo, N. Y., has been elected a director. V. R. Browning, heretofore President, B. F. Miles, Director, and R. A. Greene, General Manager, who have had charge of the business for the past three years, have severed their connection with the company.

Wireless Telegraph Equipment on Vessels.—Canadian Railway and Marine World for February, 1914, contained a list of vessels which had been equipped with wireless telegraph installations by the Marconi Wireless Telegraph Co. of Canada, prior to Dec. 31, 1913, in preparation for the coming into force on Jan. 1, 1914, of the regulations respecting such equipment. We have been advised that the following vessels were equipped between Jan. 1 and Aug. 1, 1914: Chippewa, Kingston, Macassa, Cayuga, Majestic, Corona, Toronto, Chicora and Caspédia, owned by Canada Steamship Lines, Ltd.; Yarmouth and St. George, owned by the C.P.R.; Garden City and Dalhousie City, owned by the Niagara, St. Catharines and Toronto Navigation Co.; Adventure, owned by Harvey and Co., St. John's, Nfld.; Sable I., owned by Farquhar and Co.; Venture, owned by the Union Steamship Co., and Deliverance, owned by the Southern Salvage Co. Other wireless installations have been made since the war began, but information in regard to them is not available.

Drop forging dies usually have a draught of 7 degrees on the sides or vertical walls to permit the easy removal of the forgings.