

Alaska. The service is operated to Prince Rupert, B.C., over the Grand Trunk Pacific Ry., and thence by the Grand Trunk Pacific Coast Steamship Co.'s vessels.

R. Chambers, heretofore clerk, Dominion Ex. Co., Brandon, Man., has been appointed cashier at Swift Current, Sask. The Dominion Express Co. has opened offices at Aldershot, N.S.; Beauchene, Que.; Castelford, Ont.; Elbor and Regent, Man.; and Antelope, Regina Beach and Willows, Sask.

The Canadian Northern Ex. Co. has established its service over the C.N.R. on the following routes:—between St. Jerome and Huberdeau, Que., superseding the Dominion Ex. Co.; between Ottawa and Pembroke, Ont.; between Winnipeg and Virginia Beach, Man.; between Melford and St. Brieux, Sask., and between Peace River Jet. and Sangudo, Alta.

The Canadian Ex. Co. has opened offices at Hawkshaw, N.B.; Armagh, Damien, Fitzpatrick, St. Euphemie and Sanmaur, Que.; Falkenburg, Hudson and Quibel, Ont.; Smiley, Sask.; Spruce Grove, Alta., and Burns Lake, B.C., and has also reopened its summer offices at Elgin House, Muskoka Wharf, Port Carling, Rosseau and Windermere, Ont.

**Telegraph, Telephone and Cable Matters.**

M. B. Douglas, heretofore local manager, Great North Western Telegraph Co., St. Catharines, Ont., has been appointed local manager at North Bay, Ont., and has been succeeded at St. Catharines by John Frazell.

Four additional cables have been laid recently in Passamaquoddy Bay and the Bay of Fundy, N.B. The starting points of these cables is at Eastport, Me., and they connect at Deer Island, Grand Manan, and Campobello.

Edwin Pope, Superintendent of Dominion Government Telegraphs, Quebec, Que., was advised recently that his son, C. A. Pope, had been killed in action. A second son, H. B. Pope, has also been reported to have been killed in action.

The Great North Western Telegraph Co. is installing a Morkrum printing equipment on the line between Toronto and Chicago. Other circuits in operation are between Montreal and New York, Ottawa and Montreal, Toronto and Ottawa and Toronto and New York.

The annual report of the Marconi Wireless Telegraph Co., the parent concern, shows a net profit of £377,817, an increase of £145,000 over the previous year. The general reserve account stands at £967,530, and investments and temporary loans show an increase of £173,500.

The Western Union Telegraph Co. reports that for the six months ended June 30, the total revenue was \$29,125,269, an increase of \$4,909,562 over the same period in 1915. The total expenses were \$18,396,064 against \$15,550,540, and the balance \$6,846,677 against \$4,781,037. Deducting interest of \$665,825, the net income for the first half year of 1916 was \$6,180,752.

At the recent annual meeting of the Marconi International Marine Communication Co., in London, Eng., G. Isaacs, who presided, said that he was authorized to announce that in the very near future, Mr. Marconi would introduce a new, independent, and very simple apparatus, to be worked from the bridge of a vessel by an officer, which should put an end to

all danger of collision in darkness and fog.

The Dominion Telegraph Co.'s annual meeting was held at Toronto, July 12, when the report for the year ended June 30 showed total assets of \$1,310,762.28, and liabilities \$1,017,773.96, including dividend payable July 15, \$14,000. The company's property is leased to the Western Union Telegraph Co. for 99 years from July 1, 1879, and it receives a guaranteed interest of 6% a year, and this has been paid quarterly in advance for the past 37 years. Mention was made of the death during the year of Belvidere Brooks, one of the directors, and the election of G. W. E. Atkins of New York, to fill the vacancy. Following are the directors for the current year:—Sir Henry M. Pellatt, President; Aemilius Jarvis, Vice President; F. Roper, Secretary and Treasurer; G. W. E. Atkins, R. C. Clow-C. P. O'Reilly, and G. P. Schofield.

**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.

**Du Pont Products.**—A book with this title (111 pgs., 5 x 8 in.) has been issued, giving a list of 251 distinct commodities manufactured by the Du Pont industries, viz.:—E. I. Du Pont De Nemours & Co., Du Pont Fabrikoid Co., Du Pont Chemical Co., and the Arlington Co. at Wilmington, Del. Among the articles listed are a considerable number used by steam and electric railway and navigation companies, car and locomotive builders and contractors.

**Roberts & Schaefer Co.**, engineers and contractors, Chicago, report the following orders. From Pennsylvania Rd., 300 ton capacity, 2-track, automatic electric counterbalanced bucket locomotive coaling station at Erie, Pa., also two Rands gravity sand plants, using the Beamer patent steam sand dryer. From Chicago, Rock Island & Pacific Ry., 2 Rands measuring coal loaders for recording locomotive coal. From Illinois Central Rd., for rebuilding a 600-ton capacity 3 track reinforced concrete locomotive coaling plant, at Effingham, Ill., using automatic electric elevating equipment and Rands silent traction hoist.

**The Locomotive Superheater Co.** reports that the oil tank s.s. Pearl Shell, launched recently at Wilmington, Del., for the Shell Oil Co., of San Francisco, is the first ship built in America to be equipped with fire tube superheaters. She is equipped with three Scotch marine boilers, fitted with Locomotive Superheater Co.'s fire tube superheater, supplying superheated steam to triple expansion engines developing 2,400 h.p. The superheaters were applied after the purchasers had satisfied themselves of the economy and reliability in operation, of a superheater of the same design applied to one of their existing steamships of approximately the same size. They have also ordered sufficient superheater equipment to convert five of their existing vessels. There are about 1,500 steamships, representing over 2,000,000 h.p., sailing from ports outside America which are equipped with fire tube superheaters.

**Transportation Conventions in 1916.**

- Aug. 15-17.—International Railroad Blacksmiths' Association, Chicago, Ill.
- Aug. 16 to 18.—American Association of Railroad Superintendents, Memphis, Tenn.
- Aug. 24-26.—American Railway Tool Foremen's Association, Chicago, Ill.
- August 29.—International Railway General Foremen's Association, Chicago, Ill.
- 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.

**Transportation Associations, Clubs, Etc.**

- The names of persons given below are those of the secretaries unless otherwise stated:
- Canadian Car Service Bureau—W. J. Collins, 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, 805 Boyd Block, 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' Associations—E. de la Hooke, London, Ont.
  - Dominion Marine Association—F. King, Counsel, 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 Street West, Toronto.
  - Express Traffic Association of Canada—W. H. Burr, Chairman, Toronto.
  - Great Lakes and St. Lawrence River Rate Committee—James Morrison, Montreal.
  - Hydro-Electric Railway Association of Ontario—T. J. Hannigan, Guelph, Ont.
  - International Water Lines Passenger Association—M. R. Nelson, New York.
  - Niagara Frontier Summer Rate Committee—James Morrison, Montreal.
  - Nova Scotia Society of Engineers—A. R. McCleave, Halifax, N.S.
  - Quebec Transportation Club—A. F. Dion, Quebec.
  - Shipping Federation of Canada—Thos. Robb, Manager, 42 St. Sacramento Street, Montreal.
  - Ship Masters' Association of Canada—Capt. E. Wells, 45 St. John Street, Halifax, N.S.
  - Toronto Transportation Club—W. A. Gray, 143 Yonge Street, Toronto.
  - Transportation Club of Vancouver—H. W. Schofield, 553 Granville St., Vancouver, B.C.
  - Twin Cities Local Freight Agents' Association—E. J. Travers, Fort William, Ont.
  - Western Canada Railway Club—Louis Kon, Box 1707 Winnipeg. Meetings at Winnipeg 2nd Monday each month, except June, July and August.
  - Winnipeg Traffic Club—James Gehrev, Bannatyne Avenue, Winnipeg, Man.

**Railway Lands Patented.**—Letters patent were issued during June, in respect of Dominion railway lands in Manitoba, Saskatchewan, Alberta, and British Columbia, as follows:—

Alberta & Great Waterways Ry. ....	7.28
Calgary & Edmonton Ry. ....	3,504.00
Canadian Northern Ry. ....	320.00
Canadian Pacific Ry. ....	244.49
Grand Trunk Pacific Branch Lines Co. ....	12.39
Qu'Appelle, Long Lake & Saskatchewan Rd. & Steamboat Co. ....	3,805.02
<b>Total . . . . .</b>	<b>7,893.18</b>