

with this decision, it is also stated that the vessel has not proved the profitable carrier that was expected. The experienced ship owners of Great Britain and Germany, who doubtless understand the ocean transportation business better than the business men of any other nation, continue to build freight vessels of moderate size in order to earn profits. It is only on the route between New York and Europe, where high class passenger traffic is under competition, that vessels larger than 20,000 tons have ever been put in profitable service, and very few ships operated on any other route exceed 10,000 tons.—Engineering News.

### Telegraph, Telephone and Cable Matters.

The Bell Telephone Co. of Canada has 123 of its employes enlisted for active service, the majority of whom are already in continental Europe.

W. E. Bell has been appointed acting chief assistant to the Manager of Telegraphs, G. T. R. and G. T. P. R., Montreal, during the absence on leave of A. P. Linnell, who has enlisted for active service in Europe.

### Among the Express Companies.

A. W. Martin has been appointed agent, Canadian Northern Ex. Co., Port Arthur, Ont., vice J. W. McDonald, deceased.

W. F. Piller, agent, Canadian Northern Ex. Co., Edmonton, Alta., who has been on leave of absence for five months, has resumed his duties.

The Dominion Ex. Co. has opened offices at Breckenridge, Que., Castleton, Ont., and Coalton and Renata, B. C., and has closed its offices at Glanworth and Port Stanley, Ont., and Port Simpson, B. C.

A press report states that the European representative of an American express company is in Petrograd, Russia, investigating the advisability of establishing an office there, with agencies in other parts of the country.

E. J. Wearing, Passenger Agent, G.T.R., Liverpool, England, has also been appointed acting General Agent, Canadian Ex. Co., there, succeeding W. Cuthbertson, General Agent, deceased, and has not been appointed General Assistant, as stated in our last issue.

The Canadian Ex. Co. has opened offices at Coldbrook, Kingsclear, Pokiok and Temple, N. B., Pictou Landing, N. S., St. Perpetue, Bridge, Hervey Jct., La Chat, La

Tuque, Monk, Rosaire, St. Adelpa, St. Malachie and St. Marc, Que., and Smithfield, Ont.

Canadian Ex. Co.'s statistics of operation for April show the following details:—Mileage of all lines covered, 9,676.50; charges for transportation, \$262,250; express privileges, \$123,579; operation other than transportation, \$5,559; total operating revenue, \$144,230; operating expenses, \$121,914; net operating revenue, \$22,315; express taxes, \$4,000; operating income, \$18,304.

### Transportation Conventions in 1915-16.

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. 10.—National Association of Railway Commissioners, San Francisco, Cal.

Oct. 13.—Association of Water Line Accounting Officers, Washington, D.C.

Oct. 13.—Railway Taxmen's 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.

Oct. 19-21.—Society of Railway Financial Officers, Colorado Springs, Col.

Oct. 21-23.—American Association of Dining Car Superintendents, Boston, Mass.

Nov. 17.—American Railway Association, Chicago, Ill.

Nov. 17-19.—International Association of Ticket Agents, New Orleans, La.

Dec. 7-10.—American Society of Mechanical Engineers, New York, N.Y.

Dec. 14.—Association of Transportation and Car Accounting Officers, St. Louis, Mo.

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.

### Transportation Associations, Clubs, Etc.

The names of persons given below are those of the secretaries unless otherwise stated:

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, 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' 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—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.

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.

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

### Tonnage on Welland and Panama Canals.

A comparison of the tonnage and number of vessel passages on the Welland and Panama Canals, for a six months period, shows the following,—Welland Canal, 3,314 vessel passages; 3,484,327 total tonnage; Panama Canal, 496 vessel passages; 2,367,244 total tonnage. The average tonnage per vessel passage through the Welland Canal is 1,050, while that through the Panama Canal, is 4,770. On the completion of the Welland Ship Canal, vessels of a considerably larger type than can be used at present will be able to pass, of course with correspondingly larger cargoes, so that though a decrease in the number of vessel passages may be looked for, the average tonnage will doubtless be considerably increased.

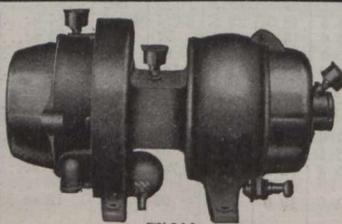
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