

A Canadian Transatlantic Radiotelegraph Contract.

The Postmaster General introduced a bill into the House of Commons, May 5, to provide for more advantageous telegraphic communication between Canada, the United Kingdom and other parts of the British Empire. Under the title of The Ocean Telegraph Act, provision is made for the appointment of a Government Ocean Telegraph Board, consisting of the Postmaster General, Minister of Marine, Minister of Railways and Canals and Minister of Public Works, with power to issue licenses for the landing of cables on the Canadian coast, and for the building of radiotelegraph stations, and for the operation of such cables and stations. Provision is also made for the confirmation of an agreement with the Universal Radio Syndicate Ltd., London, Eng., for the erection and operation of wireless telegraph stations for a social, press, commercial and Government service. The service is to be guaranteed at a speed of at least 400 letters a minute, and in any dispute as to service, the decision of the Board of Railway Commissioners is to be final. The rates for the service between Montreal and all parts of the United Kingdom, shall be not more than 4d. a word for messages in plain language, not deferred; not more than 8d. a word for code messages; not more than 2½d. a word for Government messages (including those of Canada, Great Britain, Australia and New Zealand), and such messages to have precedence over all others; not more than 2d. a word for press messages; and so far as Canada is concerned these rates are to cover the amounts to be paid by the Syndicate to the land line administrations, of ¾c. a word in the provinces from the Atlantic to, and including Ontario, for all messages other than press messages; ½c. a word for press messages in the forementioned territory, and ¾c. a word from, and including Manitoba to the Pacific coast, and if after having obtained consent of the Board of Railway Commissioners, the land administrations charge more than the foregoing rates, then the Syndicate shall have the right to charge such further additional amount. The rates mentioned shall also apply to all traffic passing to, or from, the Pacific Cable Board's system, the Syndicate handing over such traffic at Montreal without extra charge.

Any apparatus, or material, required for the erection and operation of such wireless telegraph stations as may be licensed by the Board may be imported, but as soon as it is found that the business is self supporting, and will allow, after providing for fixed charges and usual depreciation and sinking funds, a payment of a dividend of 6% on the amount actually and properly invested in the enterprise, such apparatus and material must be manufactured in Canada. Two stations are to be erected, one in the United Kingdom, and the other at some point in Nova Scotia or New Brunswick to be selected by the Syndicate, and they shall be completed and in operation within 12 months after the signing of the agreement, and of the approval of the Canadian site. An office is to be opened at Montreal, and communication maintained between Montreal and the coast station at the Syndicate's expense. On the signing of the agreement the Syndicate shall deposit with the Government, £10,000, half of which shall be repaid when \$50,000 (half of which shall have been spent in Canada) has been expended, and the balance on the completion and satisfactory operation of the stations in Canada and the United Kingdom respectively.

Other clauses cover the taking over of the stations named, by the Government, in certain events, the restrictions relating to making of traffic agreements with other companies, the jurisdiction of the Board of Railway Commissioners, the guarantee of the validity of patents, and a declaration that the Syndicate enters the field of competition at its own risk and expense.

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 SAXBY, founder of Saxby and Farmer, Limited, manufacturers of railway signals, etc., London, Eng., which has a branch in Montreal, died in England recently, aged 92.

C. W. GENNET, of Robt. W. Hunt & Co.'s Chicago office, has been appointed Treasurer and Manager of Robt. W. Hunt & Co., Ltd., engineers, inspection, testing, analyses and consultation, Montreal, succeeding Charles Warnock, appointed Sales Manager, Algoma Steel Corporation Ltd.

THE HERBERT MORRIS CRANE AND Hoist Co., Ltd., has been incorporated under the Dominion Companies Act, with head office in Toronto, to continue the Canadian business of Herbert Morris, Ltd., by manufacturing lifting and shifting machinery. Herbert Morris, President of the English Company, will also be President of the Canadian one.

The SAFETY CAR HEATING AND Lighting Co.'s monthly bulletin for April gives details of illumination tests on postal cars in relation to Pintsch gas and electricity for lighting purposes; and also illustrates a Pintsch gas lighted spar buoy for use in shallow water, a number of which were recently ordered by the U. S. Government.

THE GOLDSCHMIDT THERMIT CO., 103 Richmond St. West, Toronto, has issued an illustrated booklet covering a number of repairs to steamships carried out by the thermit welding process, without removing the heavy parts from their places, thus avoiding considerable expense and delay. A general description of the method employed is also given, and detailed directions for the various operations shown will be supplied on request.

THE OHIO BRASS CO., Mansfield, Ohio, reports the following recent sales:—610 couplers and draft gears for Boston Elevated Ry.; 52 couplers and draft gears for Gatalun, Spain. These are a heavy type designed for subway, elevated and heavy interurban work. Fifty-five couplers complete with spring carriers and anchorages; 100 ditto for Detroit United Rys.; 60 ditto for Cleveland Rys.; 210 ditto for United Rys. of St. Louis.

JOHN S. MacLEAN has been appointed to take charge of the publicity and advertising work of the Canadian General Electric Co., Ltd., and of the Canadian Allis-Chalmers, Limited, with headquarters in Toronto. The latter company, in addition to manufacturing an extensive line of machinery and appliances, will also act as sales agents for all the products of the Canada Foundry Co., Ltd. Mr. MacLean held a similar position with Allis-Chalmers-Bullock, Limited, for a number of years.

ALGOMA STEEL CORPORATION, LTD., announces that beginning July 1, all material manufactured by it, (steel rails, splice bars, tie plates, forging billets, etc.) will be sold to its customers direct instead of through the medium of agents as heretofore. (Drummond, McCall & Co., Montreal, have been the general sales agents for a number of years.) The corporation has appointed as its Sales Manager, Chas. Warnock, heretofore Treasurer and Manager Robert W. Hunt & Co., Ltd., bureau of inspection, consultations, tests, etc., Montreal. His office will be in the McGill Bld., McGill St., Montreal.

THE CANADIAN FAIRBANKS-MORSE Co. is erecting an office building at the corner of St. Antoine and Ste. Cecile streets, Montreal, with a frontage of 93 ft. 5 ins. on the former street and 144 ft. 5 ins. on the latter street. It will be of reinforced concrete, with brick facings and terra cotta, and will have seven floors and basement. The ground and first floors will be used for combined offices and samples, as well as a retail sales counter. The third floor will be occupied by the head office staff, advertising, purchasing and freight departments. The fourth, fifth and sixth floors will be used for storage of goods, and the top floor equipped for repair shop. With this arrangement, the necessity of having a separate warehouse for storing goods will be done away with and practically the complete Montreal house business of the company will be carried on under one roof. There will be a passenger elevator and two freight elevators.

Transportation Conventions in 1913.

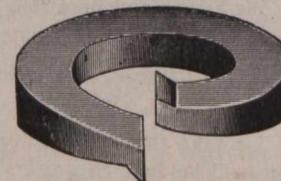
- July 15-18.—International Railway General Foremen's Association, Chicago, Ill.
- July 22-25.—International Railway General Foremen's Association, Chicago, Ill.
- Aug.—Travelling Engineers' Association, Chicago, Ill.
- Aug. 12-15.—Railway Gardening Association, Nashville, Tenn.
- Aug. 18.—International Railroad Master Blacksmiths' Association, Richmond, Va.
- Sept. 8-12.—Roadmasters' and Maintenance of Way Association, Chicago, Ill.
- Sept. 9-12.—Master Car and Locomotive Painters' Association of U.S. and Canada, Ottawa, Ont.
- Oct. 8.—Association of Water Line Accounting Officers, Philadelphia, Pa.
- Oct. 14.—Railway Signal Association, Nashville, Tenn.
- Oct. 14, 15.—American Association of General Passenger and Ticket Agents, Philadelphia, Pa.
- Oct. 21-24.—American Railway Bridge and Building Association, Montreal.
- Nov. 19.—American Railway Association, Chicago, Ill.

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