

cylinders exhaust each into a separate condenser, to which the circulating water is delivered by independent centrifugal pumps. A 15 ton evaporator is installed. Steam is supplied by two boilers of the watertube type. She has been built by John I. Thornycroft & Co., Ltd.

Express Companies' Statistics for 1913.

The annual summary of the business of the nine express companies operating in the Dominion, which has been laid before Parliament, shows that the operating mileage for 1913 was 32,557, compared with 30,445 in 1912, and a total capitalization of distinctly Canadian companies of \$4,805,000.

Gross receipts from operation were \$12,827,478, compared with \$10,994,418 in 1912. Express privileges were returned at \$5,708,408. This was the sum paid by express companies to railways and other carriers for the right to carry on business over their lines. Operating expenses were \$5,743,544, against \$4,880,120 in 1912. Net earnings of the following Canadian companies: Dominion, 38.8%; Canadian Northern, 21.3%; Canadian, 18.4%; and British American, 10.4%. The Dominion Ex. Co. paid a dividend of 10% on \$7,000,000 common stock, and the Canadian Northern paid a dividend of \$954,356.

Telegraph, Telephone and Cable Matters.

The Canadian Northern Telegraph Co. has opened an office at Neelin, Man., and has closed its office at Polwarth, Sask.

The Marconi Telegraph Co. has paid an interim dividend of 10% for 1913, on the 750,000 ordinary shares.

A. E. Reoch, of the Marconi Wireless Telegraph Co. of Canada, addressed the Montreal Electrical Society on wireless telegraphy, Feb. 2.

The Great North Western Telegraph Co. has opened offices at Fonthill and Lyn, Ont., and Waterloo station, Que., and has closed its office at Phillipsburg, Que.

The Canadian Northern Telegraph Co. has opened an office at Hafford, Sask., and has closed its offices at Berton, Ladysmith, Neelin, White Plains, Man., and Chandler and Fairlight, Sask.

The reports that W. Marconi's experiments in wireless telephony had reached such a stage that a full equipment was being installed on the Cunard Line's s.s. Aquitania, are officially stated to be incorrect.

The Great North Western Telegraph Co. has recently adopted the use of automatic machines in place of Morse operators for movement of business on the heavy trunk lines. On Jan. 14, a new type of Morkrum tape automatic printer was installed between Montreal and Toronto and has since been handling the volume of business between those points. The machine is operated by means of paper tape, which is prepared by girls working on an electrical perforator, the keyboard of which is similar to that of a typewriter. Instead, however, of a written message, the perforator delivers a strip of paper in which has been punched a number of holes. The tape is fed into the distributor at the sending office and the combination of holes causes levers to be operated, which in turn cause impulses to go over the line. These operate a special typewriter at the receiving point which writes out the message automatically. The machine is worked duplexed and is capable of handling as many as 120 messages in each direction per hour, or over 240 messages per hour on one wire. Better service in every respect is expected from the

new system and it is the intention to extend its use to several other circuits in the near future.

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., New York, has issued bulletin 1,017 on locomotive ratios, by F. J. Cole, Chief Consulting Engineer.

The Brown Hoisting Machinery Co., Cleveland, Ohio, has issued pamphlet C. 1914, on Brownhoist safety crabs and winches.

Standard Underground Cable Co. of Canada, Ltd., Hamilton, Ont., has issued bulletin 710 C on indoor cable terminals, 32 pgs. with illustrations.

The Ohio Brass Co., Mansfield, Ohio, has issued an illustrated bulletin of 26 pgs., dealing with electric railway transmission and mine haulage materials.

The Hart-Otis Car Co., Ltd., Montreal, has issued pamphlet 17 describing and illustrating the H. O. ratchet hand brake for passenger and freight cars.

E. H. Hopkins & Co., railway and contractors' supplies, Montreal, have built a warehouse and opened an office in St. Catharines, Ont., in charge of C. V. Osborne, so as to be in the best possible position to handle the contractors' trade on the new Welland Ship Canal.

The Locomotive Superheater Co., 30 Church St., New York, N.Y., has issued the following:—"Pyrometers for superheated steam locomotives" a circular, and "Instructions for installing, operating and maintaining pyrometers for superheater locomotives," also a pamphlet, "The use of highly superheated steam in marine practice."

The Orenstein-Arthur Koppel Company, of Koppel, Pa., has made Erich Joseph, General Manager, succeeding A. Reiche. Mr. Joseph was formerly New York manager. Mr. Reiche has severed his connection with the company to take up work with a German locomotive company.

National Steel Car Co.—G. Condon, Montreal representative, National Steel Car Co., Ltd., Hamilton, Ont., returned recently from England, where he arranged for the opening of offices for the company at 2 Norfolk St., Strand, London, with a view to handling export trade.

The Titanium Alloy Manufacturing Co., Niagara Falls, N. Y., has issued Rail Reports, Bulletin 4, Open Hearth, 32 pgs., 8½ by 11 ins., illustrated, among the most important features of which are tables summarizing the chemical and physical results of standard open hearth A. rails and Titanium treated open hearth A. rails.

H. J. Fuller, President, Canadian Fairbanks-Morse Co., Ltd., has been elected Vice President of Fairbanks-Morse Co., which has its headquarters in Chicago, and is now located in New York in charge of the eastern territory. He retains the Presidency of Canadian Fairbanks-Morse Co. and will be in Montreal frequently in connection with its business.

The Chicago Car Heating Company has opened a branch office and factory at 61 Dalhousie St., Montreal, to take care of its rapidly increasing business in the Do-

minion. A. D. Bruce, formerly its Purchasing Agent at Chicago, who is in charge, is a native of Guelph, Ont., and has been connected with the company for the past five years.

A. O. Norton Limited, has been incorporated under the Dominion Companies Act, with an authorized capital of \$250,000 and office at Coaticook, Que., to manufacture jacks. It will take over the Canadian business heretofore carried on under the name of A. O. Norton Incorporated. The officers are the same as in the old company, viz.—A. O. Norton, President; Harry A. Norton, Vice President and Treasurer; J. O. St. Pierre, Manager. There will be no change in the company's personnel or policy. Machinery to replace that destroyed by fire recently is being installed in the new plant and shipments of jacks are being made promptly.

Transportation Conventions in 1914.

March 17-20.—American Railway Engineering Association, Chicago, Ill.
 April 21.—American Association of Freight Agents, Houston, Tex.
 May —.—American Railway Claim Agents, St. Paul, Minn.
 May 18-22.—International Railway Fuel Association, Chicago, Ill.
 May 19.—American Association of Demurrage Officers, St. Louis, Mo.
 May 20-22.—Freight Claim Association, Galveston, Texas.
 May 20-23.—Association of Railway Telegraph Superintendents, New Orleans, La.
 May 21-22.—American Association of Railroad Superintendents, St. Louis, Mo.
 May 26-29.—Master Boiler Makers' Association, Philadelphia, Pa.
 May 28.—Association of American Railway Accounting Officers, Atlantic City, N.J.
 June 10-12.—Master Car Builders' Association, Atlantic City, N.J.
 June 15-17.—American Railway Master Mechanics' Association, Atlantic City, N.J.
 June 16.—Train Despatchers' Association of America, Jacksonville, Fla.
 June 24.—Association of American Railway Accounting Officers, Minneapolis, Minn.
 July.—International Railway General Foremen's Association, Chicago, Ill.
 Sept. 8-10.—Roadmasters and Maintenance of Way Association, Chicago, Ill.
 Oct. 20-22.—American Railway Bridge and Building Association, Los Angeles, Cal.
 Nov. 17-19.—Maintenance of Way and Master Painters' Association of the United States and Canada, Detroit, Mich.

Transportation Associations, Clubs, Etc.

The names of persons given below are those of the secretaries.
 Canadian Car Service Bureau, J. Reilly (acting), 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, 502 Canada Building, 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, Counsel, F. King, 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 St. West, Toronto.
 Great Lakes and St. Lawrence River Rate Committee, Jas. Morrison, Montreal.
 International Water Lines Passenger Association, M. R. Nelson, New York.
 Niagara Frontier Summer Rate Committee, Jas. Morrison, Montreal.
 Nova Scotia Society of Engineers, A. R. McCleave, Halifax, N.S.
 Quebec Transportation Club, J. S. Blanchet, Quebec.
 Ship Masters' Association of Canada, Capt. E. Wells, 45 John St., Halifax, N.S.
 Western Canada Railway Club, W. H. Rosevear, 25½ Princess St., Winnipeg. Meetings at Winnipeg 2nd Monday each month, except June, July and August.