

Telegraph and Cable Matters.

The Canadian Northern Telegraph Co. has opened an office at Morrin, Alta.

The Western Union Telegraph Co. will shortly move its Victoria, B.C., offices to the Central block, where a considerable expenditure will be made in bringing the office thoroughly up to date.

G. A. C. Phillips, heretofore assistant local manager C.P.R. Telegraphs, Toronto, has been appointed local manager at Calgary, Alta., and has been succeeded at Toronto by G. Paton, heretofore accountant there.

W. W. Ryder, heretofore General Superintendent of Telegraphs, New York Central Lines, Chicago, Ill., has resigned on his appointment as Manager of the Western Union Telegraph Co.'s railway department, with office at New York.

G. A. C. Phillips, heretofore assistant local manager, C.P.R. Telegraphs, Toronto, has been appointed local manager at Calgary, Alta. He entered the service 20 years ago, and has been continuously connected with the Toronto office.

The Great North Western Telegraph Co. was charged at the Toronto police court, Oct. 10, with wilfully assisting in gaming, wagering and betting by the transmission of telegrams relating to betting on horse races. The case was sent for trial.

The Great North West Telegraph Co. has opened offices at Gorrie and Lions Head, Ont., and Ha Ha Bay Jct., Que., and has closed its offices at Clifton House, Niagara Falls; Crediton, Formosa and Wheatley, Ont., Lotbiniere and Richmond, Que.

At the annual meeting of the Western Union Telegraph Co. in New York, Oct. 9, T. N. Vail, President, advocated the com-

bined use of the plants of the Western Union Telegraph Co., and the American Telephone and Telegraph Co., of which he is also President.

E. C. Keenan, heretofore Superintendent of Telegraphs, Lake Shore and Michigan Southern Ry., Cleveland, O., has been appointed General Superintendent of Telegraphs, New York Central Lines, west of Buffalo, N.Y., and will also represent the Western Union Telegraph Co., with office at Chicago, Ill.

The annual meeting of the Great North West Telegraph Co. was recently held at Toronto, when the financial statements for the past year were submitted and adopted by the shareholders. The meeting was subsequently adjourned to a date to be decided on later, when the officers for the current year will be elected.

The Great North West Telegraph Co., on account of the increase in traffic, has been compelled to lease additional space over its present office in Winnipeg, and Superintendent of Equipment Davies recently left Toronto for Winnipeg for the purpose of making the necessary changes in, and additions to, the electrical equipment there.

F. F. Riefel, heretofore Assistant Division Superintendent, Franklin division, Lake Shore and Michigan Southern Ry., has been appointed Superintendent of Telegraphs, vice E. C. Keenan, appointed General Superintendent of Telegraphs, New York Central Lines, west of Buffalo. He will also represent the Western Union Telegraph Co., with office at Cleveland, Ohio.

The C.P.R. has opened telegraph offices at Cadogan, Purple Springs, Alta.; Cedar, Clanwilliam, Glenogle, Tappen, B.C.; Marconi, Murdoch, Man.; Loon, Meadowside, Ont.; Baring, Belbeck, Bounty, Cabri, Conquest, Cutknife, Dafoe, Horizon, Kennedy, Meeta, Mozart, Neville, Pennant, Piapot, Plunkett, Primate, Regina Beach, Stranraer, Success, Vanguard, Viceroy, Waseca, Wymark, Sask.

A London press dispatch states that the Pacific Cable Board, operating the cable between Canada and Australia, is considering the question of installing a high power wireless telegraph system, instead of, as has been proposed, duplicating the existing cable. It is stated that expert opinion has decided that with such a wireless system supplementing the present cable, the best possible service would be provided. It is also announced that the Board is conducting negotiations with the U.S. companies with a view to a reduction of 3c. a word on press messages to and from Australia.

The city of Hamilton, Ont., has applied to the Board of Railway Commissioners for an order to compel telegraph, telephone and other companies using overhead wires to place their wires under ground in the central portion of that city. Plans for the carrying out of such work have been submitted by the city engineer, and it was claimed at the recent hearing at Toronto, that they were feasible and reasonable, and that there was no danger in placing high and low tension wires in the same conduits so long as they were separated by vitrified terra cotta. In opposition to this it was stated by Prof. Herdt, of the Electric Service Commission, Montreal, that the cost of installing services had not been reckoned with, and his experience in Montreal showed that this in addition to being a most difficult engineering problem, was one of enormous expense. The Great North Western Telegraph Co. contended that the burden was commercially impossible for that company, as its entire revenue from Hamilton was only \$18,486, and the operating expenses over \$15,000 a year.

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 to distinctly 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.

E. S. Jenison, formerly with the Henion and Hubbell Co., Chicago, Ill., has been appointed Manager of the pump department of CANADIAN FAIRBANKS-MORSE CO., Ltd., who are now the exclusive sales agents in Canada for the triplex and power pumps, as well as the other lines manufactured by The Goulds Mfg. Co., of Seneca Falls, N.Y.

S. F. BOWSER AND CO., oil tank and oil storage system manufacturers, Fort Wayne, Ind., and Toronto, have appointed E. H. Briggs as railway salesman for the southwest territory, including Texas, New Mexico, Kansas, Nebraska, Arkansas, Missouri, Louisiana, Wyoming and the Dakotas. E. F. G. Meisinger has been given the territory west of the Rocky mountains.

THE OHIO BRASS CO., Mansfield Ohio, has issued Tomlinson Car Coupler Equipment, a 60 page booklet, 11 by 8 ins., thoroughly describing and illustrating this equipment for electric railway service, including automatic radial car couplers, automatic air connecting car couplers, M.C.B. automatic car couplers, spring draw bar carriers, draft gears and accessories. Copies will be sent postpaid on request.

BESLY'S MODERN DISC GRINDING Practice, a book of 111 pages, with 103 illustrations, issued by Chas. H. Besly and Co., Chicago, Ill., has been prepared with a view to answering about every question that may arise in regard to the use of disc grinders. Its contents include the spiral disc grinder, the machine, application of the grinder, amount of stock to be removed, distribution of ground surface, thickness of adjacent stock for absorbing the heat from grinding and for resisting distortion, checking the work, rotary process of flat surface grinding, selecting circles, ring wheel grinders, grinders in the tool room, on the erecting floor and among the vise hands, in the wood pattern shop, automobile factory, gas engine shop and railway shop test department.

THE AMERICAN LOCOMOTIVE CO., which owns the Montreal Locomotive Works, and includes the operation of them in the accounts with its other plants, made a net profit for the year ended June 30, of \$1,867,554.21, which, after paying 7% dividend on common stock, \$1,750,000, left a surplus of \$117,554.21, a decrease of \$1,608,007.55 from 1910-11. The volume of sales for the first half of the fiscal year was at a low ebb, and was equivalent to only 33% of the amount of business necessary to keep the plants running at full capacity. Since Jan. 1, 1912, there has been a much stronger demand for new locomotives with the result that the amount of unfilled orders on the books on July 1 was \$14,450,000, compared with \$6,015,000 at the beginning of the year. Apart from the loss in profits due to the natural decrease in business, the company suffered serious financial loss as a result of a strike of its boilermakers which affected practically all of its plants and lasted from Oct., 1911, to Feb., 1912. During this period production was badly retarded, and at times the plants were practically at a standstill.

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