

### Among the Express Companies.

The Board of Railway Commissioners has approved the Central Canada Ex. Co.'s standard mileage tariff of maximum tolls C.R.C.I.

Since the commencement of the war, 55 employes of the Dominion Ex. Co., in Manitoba and Saskatchewan have enlisted for active service.

The Canadian Northern Ex. Co. has opened offices at Rosebank, Man., Krydor, Canora, Mazenod, Mikado and Spring Valley, Sask.

F. Robertson, a former agent for the Dominion Ex. Co., at Windsor, Ont., has recently pleaded guilty, with extenuating circumstances, to the theft of \$615 from the company.

The Dominion Ex. Co. has opened offices at Mason, Two Creeks and Meadows, Man.; Alida, Vidora, Belbeck, Beverly, Archive and Blucher, Sask.; Lomond, Purple Springs and Whittle, Alta., and Rock Creek, B.C.

The Board of Railway Commissioners has approved the Canadian Northern Ex. Co.'s standard tariff of maximum express tolls, C.R.C. 834, to apply on the C.N.R.'s Mountain Division, west of Tollerton, Alta.

The Rochon Express Co., Ltd., has been incorporated under the Quebec Companies Act, with \$20,000 capital and office at Montreal, to transport merchandise on vehicles and vessels of all kinds, and to carry on a general express and transportation business.

H. H. Hines, agent, Jas. Todd, cashier, Canadian Ex. Co., Parkdale, Toronto, and W. Ellis, were each sentenced to one month imprisonment at Toronto, Nov. 10, for the theft of \$2,140 from the company, by the manipulation of rates. The money obtained has been refunded.

Canadian Ex. Co.'s results for the year ended June 30, compared with those for the previous year are as follows:—

	1914-1915.	1913-1914.
Charges for transportation	\$3,117,113	\$3,341,340
Express privileges, Dr.	1,554,427	1,666,472
Operating other than transportation	60,570	114,732
Total operating revenue	1,623,255	1,789,599
Operating expenses	1,536,528	1,661,834
Net operating revenue	83,726	127,765
Express taxes	51,948	28,949
Operating income	31,677	38,816

Central Canada Express Co., Ltd., has been incorporated under the Dominion Companies Act, with \$100,000 authorized capital and office at Winnipeg, to transport for hire to and from places in Canada and elsewhere, merchandise and money, etc., and for such purposes to own, charter and operate steam and other vessels, cars and vehicles, and to carry on the general business of an express company. The incorporators are J. D. McArthur, President; D. W. Campbell, Assistant Secretary-Treasurer, Edmonton, Dunvegan and British Columbia Ry., and Central Canada Ry.; and W. P. McDougall and A. B. Donley, Winnipeg, and J. K. McLennan, Secretary-Treasurer, Edmonton, Dunvegan and British Columbia Ry., and Central Canada Ry., Edmonton, Alta. Peter McArthur has been appointed General Superintendent, with office at Edmonton, Alta.

### Telegraph, Telephone and Cable Matters.

The Great North Western Telegraph Co. has taken an office in the Northern Crown Bank Building, Regina, Sask., and is making additions to its equipment there.

The Dominion Government telegraph line across Hastings Arm, Observatory Inlet, B.C., has been replaced by a cable from Larcom Island to the main land at approximately the same point as the wire, which has been removed.

The C.P.R. Telegraphs has opened a branch telegraph office at 2115 Granville St., Vancouver, B.C., for handling business from the West Fairview, Kitsilano and False Creek districts.

During a heavy storm throughout the Maritime Provinces, Nov. 5 and 6, telegraph business suffered considerable dislocation, in fact all the companies operating overhead wires had to keep large gangs of men out for some time repairing wreckage.

Subsequent to the annual meeting of Grand Trunk Pacific Telegraph Co. shareholders at Montreal recently, details of which are not made public, H. Hulatt, Manager of Telegraphs, G.T.R. and Grand Trunk Pacific Ry., was elected a director of the company.

Referring to the report mentioned in Canadian Railway and Marine World for November, to the effect that G. D. Perry, General Manager, Great North Western Telegraph Co., had stated in Vancouver that his company purpose stringing a double copper line between Montreal and Vancouver for commercial business, we are officially advised that his statement was misinterpreted. It was stated that if it had not been for the heavy advance in the price of copper, the company would probably have erected a copper wire between Montreal, Toronto and Vancouver. With the present prices prevailing, the cost of the wire would be about \$275,000, and the total expense about \$300,000. The proposition is therefore held over for the present, and it is unlikely that any action will be taken until the copper market becomes normal.

The Grand Trunk Pacific Telegraph Co. has been appointed Supervisory Agent of telegraphs for the National Transcontinental Ry. between Moncton, N.B., and Winnipeg, including the Lake Superior Branch to Fort William, Ont., with jurisdiction over all matters appertaining to the construction and maintenance of telegraph and telephone lines and the operation of railway and commercial telegraphs, the following officers having jurisdiction:—H. Hulatt, Manager of Telegraphs, G.T.R. and G.T.P.R., and Thomas Rodger, Supervisor, G.T.R., Montreal, and F. T. Caldwell, Division Superintendent of Telegraphs, G.T.P.R., Winnipeg.

The Great North Western Telegraph Co. has opened offices at Agate, Banning, Bolger, Caledonia, Capreol, Devlin, Dorion, Fire River, Foleyet, Glenorchy, Hillspoint, Hornepayne, Huronian, Jellicoe, Longuelac, Mille Roches, Nipigon, Oba, Orient Bay, Ruel, Stackpool and Strathcona, Ont.; Badger, Berton, Deloraine, Lorette, Neelin, Rosebank and Vista, Man.; Birdview, Canwood, Chandler, Dumblane, Estevan, Ettington, Mazenod, Mikado, Palmer, Parkside, Parry, Richard, St. Gregor, Spring Valley and Yorkton, Sask.; Excel, Rumsey and Sibbald, Alta.; and has closed its offices at Little Metis Beach, Manoir Richelieu, Pointe au Pic and Valcartier Camp, Que.; Bala Park, Bobcaygeon, Camden East, Chaffeys Locks, Deux Rivieres, Dwight, East Don, Grimsby Beach, Hagersville, Mackeys Station, Mattawa, Port Cockburn, Rosseau, Sparrow Lake and Stonecliff, Ont.; and at Sarcee Camp, Calgary, Alta. The names of the following offices have been changed, Shawinigan Jct., Que., to Aldred; Laframboise, Ont., to Alfred Centre, and Mayflower, Ont., to Flanders.

Over 500,000 lbs. of fresh halibut were landed at Prince Rupert, B.C., recently in two days, according to a press dispatch. Seventeen carloads of the fish were sent east on two Grand Trunk Pacific trains.

Furness, Withy and Co., Ltd., have declared a dividend of 2½% for the quarter ended Sept. 30.

### 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.

**Canadian National Carbon Co., Ltd.**—J. M. Spangler, formerly with the Railroad Supply Co., Chicago, is now connected with the Canadian National Carbon Co.'s sales department.

**The Trolley Supply Co.,** Canton, Ohio, has issued a bulletin describing and illustrating The Perfect Headlight for interurban cars, which is made entirely from 20 gauge pressed steel, the reflector being 12 ins. in diameter in the front and 6 ins. deep.

**Northey-Simmen Signal Co., Ltd.**—Supplementary letters patent have been issued under the Ontario Companies Act, reducing this company's capital stock from \$5,200,000 to \$1,160,000. The company is to be merged with the newly incorporated Diaphone Signal Co., Ltd.

**Goldschmidt Thermit Co.**—The issue of Reactions for the third quarter of the year describes a number of interesting repairs carried out by the thermit welding process, both in railway and marine shops, and an article comparing the results of welding by thermit and by electricity, as adapted to locomotive frames and other heavy sections.

**The Coleman Fare Box Co., Ltd.,** Toronto, has received orders recently for its new no. 4 stationary fare box from the Three Rivers Traction Co., Three Rivers, Que.; Toronto Civic Car Lines; Sandwich, Windsor & Amherstburg Ry., Windsor, Ont.; and Guelph Radial Ry., Guelph, Ont.; and for portable boxes from the Sudbury-Copper Cliff Suburban Electric Ry., Sudbury, Ont.; and the St. John Ry., St. John, N.B.

**The Diaphone Signal Co., Ltd.** has been incorporated under the Dominion Companies Act, with \$825,000 authorized capital and office at Toronto, to manufacture and deal in all kinds of signal devices and with other powers. The company will absorb the businesses of the Northey-Simmen Signal Co., Ltd., Diaphone Signal Co., a New Jersey corporation, the Canadian Fog Signal Co., Ltd., and Northey-Plummer Ltd., of which J. P. Northey, of Toronto, is President.

### Transportation Conventions in 1915-16.

- 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, 1916.—International Railway Fuel Association, Chicago, Ill.
- May 2-5, 1916.—Air Brake Association, Atlanta, Ga.
- May 19, 1916.—Association of Railway Claim Agents, Atlantic City, N.J.
- June 20-22, 1916.—Association of Railway Telegraph Superintendents, St. Paul, Minn.
- June 20-23, 1916.—American Association of Freight Agents, Cincinnati, Ohio.
- June 21, 1916.—Train Despatchers' Association of America, Toronto.
- June 21, 1916.—American Association of General Baggage Agents, Boston, Mass.
- June 28, 1916.—Association of American Railway Accounting Officers, Detroit, Mich.
- August, 1916.—International Railroad Blacksmiths' Association, Chicago, Ill.
- September, 1916.—Master Car and Locomotive Painters' Association of United States and Canada, Wilmington, Del.
- September, 1916.—Railway Signal Association, Mackinac Island, Mich.
- Sept. 19-22, 1916.—Roadmasters and Maintenance of Way Association, Chicago, Ill.