

Stanstead, Que., is incorrect. (April, pg. 197.)

Three Rivers Tramway Co.—The Quebec Legislature has incorporated a company with this title to build an electric railway in the city of Three Rivers. (April, pg. 197.)

Windsor, Chatham and London Ry.—The Dominion Parliament has authorized the company to issue bonds for \$25,000 a mile of single track built, and has granted an extension of time for the building of the authorized lines. (Dec., 1910, pg. 1173.)

Winnipeg Electric Ry.—The Manitoba Legislature has authorized the company to sell any part of its undertaking. It also sought power to build elevated and underground lines in the city. This was objected to and after a considerable discussion terms were arranged, and certain extra powers were given. An agreement between the company and the municipal council of Kildonan, as to extensions of lines, etc., was also confirmed.

The Manitoba Legislature has confirmed agreements between the Winnipeg, Selkirk and Lake Winnipeg Ry. company and the town of Selkirk for the sale of power, and with the rural municipalities of Stonewall and Rockwood for the extension of its lines to Stoney Mountain. The W.S. and L.W. Ry. is owned by the Winnipeg Electric Ry. (April, pg. 198.)

Among the Express Companies.

The Canadian Northern Ex. Co. has opened offices at Kingston, Ont., Woodnorth, Man., Munson, Alta., and has closed its offices at Rhein, Sask., at Steep Rock, Ont., and Mistatim, Sask.

E. E. McIntosh, a former C.P.R. brakeman, was recently arrested at Ogdensburg, N.Y., and taken to Toronto, on a charge of stealing 4,000 partially signed bank notes of the Traders Bank from the Dominion Ex. Co., while in transit from Ottawa to Toronto, Mar. 30, 1909.

F. W. Atherton, formerly senior purser on the C.P.R. s.s. Empress of Ireland, who was recently arrested in Chester, Eng., and charged at London with theft of £3,400 from the Dominion Ex. Co., is to be transferred to St. John, N.B., for trial, the alleged theft having been committed within Canadian jurisdiction.

E. P. Newhall, who has been appointed General Freight and Passenger Agent, Alberta Interurban Ry., Calgary, Alta., was connected with the Pacific Express Co. in various capacities for the past 25 years. For the past 12 years he was Superintendent at Toledo, O., and left the company, when the control passed into other hands, in Aug., 1911.

The Board of Railway Commissioners has issued order 16331, Apr. 18, amending order 13,357, Mar. 30, 1911, which ordered express companies under its jurisdiction, to collect and deliver traffic, from and to all points within the municipal boundaries or limits of all cities, towns and villages, by adding the following clause:—"Express companies are absolved from making delivery under the terms of this order where the condition of the roads or streets is not in a reasonably passable state for vehicular traffic."

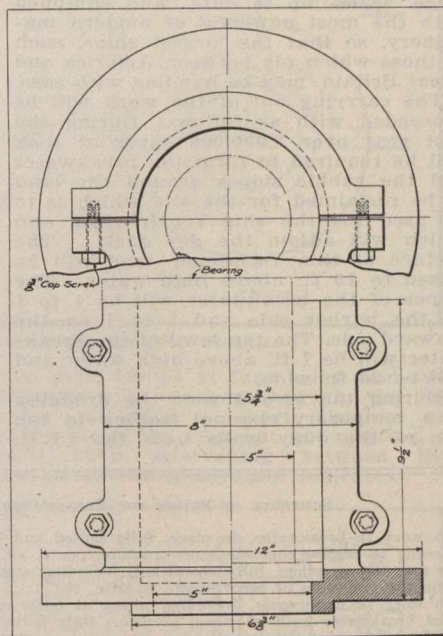
James Bryce, who has retired from the position of Vice President and Manager, Canadian Ex. Co., under the provisions of the pension rules, was born at Galt, Ont., Mar. 30, 1846, and commenced express service with the Canadian and American Ex. Cos. He served at Dundas, Hamilton, Guelph and Toronto, and from 1882 to 1889 was Superintendent, Intercolonial Ex. Co., at St. John, N.B. He was appointed General Superintendent, Canadian Ex. Co., at Montreal in 1889,

and was eventually appointed Vice President and Manager, which position has now been abolished.

Boring Large Bearings at the Halifax Electric Tramway Co.'s Shops.

In The Railway and Marine World for April, the method of boring small journals in use at the Halifax Electric Tramway Co.'s shops, was outlined. A somewhat different method is followed for the larger journal bearings, this process being here described.

As will be remembered, a specially designed and constructed jig was used in the drill press; but in this case a much simpler jig is employed on a 30-in. vertical boring mill. The design of this jig is outlined in the accompanying illustration, where a bearing is shown mounted therein. The 6 $\frac{3}{4}$ -in. boss on the lower face of the jig fits into a corresponding recess in the centre



Chuck to Hold Bearing in Boring Mill.

of the boring mill table, to which the jig is bolted. The jig is made in two sections—one solid with the base, and the other secured to the solid section by bolts, so that the contained bearing may be securely clamped in place for machining.

To catch the falling chips or cuttings, a cylindrical can of sheet iron was made of correct diameter to fit loosely into the hollow spindle of the boring mill table. The upper end is open, and has a flanged edge fitting into a shoulder at the top of the spindle hole. This is placed in position previous to mounting the jig in place on the table. The brass cuttings are thus saved in a very simple manner, much of the usual loss from this source being done away with. This saving is particularly noticeable where the machine is frequently changing from one metal to another, in which case sufficient cuttings will not have dropped between changes to make it worth while cleaning up the shavings from under the mill. This can, being loose, is removable at will.

The jig requires no careful adjusting on mounting, the boss on the base fitting directly into the recess of the table, automatically lining up the jig into a correct central position. Consequently it is almost as convenient to use it for only one journal as for several, the time of setting up being so short.

Canadian Street Railway Association.

PRESIDENT, James Anderson, General Manager, Sandwich, Windsor and Amherstburg Ry.; VICE PRESIDENT, P. Dubee, Secretary Montreal Tramways Co.; SECRETARY-TREASURER, Acton Burrows, Managing Director, The Railway and Marine World.

ASSOCIATION'S OFFICE, 70 Bond St., Toronto.

EXECUTIVE COMMITTEE.—E. P. Coleman, Manager of Railways, Dominion Power and Transmission Co.; H. M. Hopper, General Manager, St. John Ry.; J. E. Hutcheson, Superintendent, Ottawa Electric Ry.; C. B. King, Manager, London St. Ry.; D. McDonald, General Manager, Montreal Tramways Co.; M. N. Todd, President, Galt, Preston and Hespeler St. Ry.

ASSISTANT SECRETARY, Aubrey Acton Burrows, Secretary and Business Manager, The Railway and Marine World.

OFFICIAL ORGAN, THE RAILWAY AND MARINE WORLD.

Brakeshoe Tests.—Some interesting results have been obtained by the Brooklyn Rapid Transit System in a series of tests of brakeshoes conducted by G. L. Fowler. The suggestion was made as a result of these tests that no chemical requirements be introduced into brakeshoe specifications, although it was ascertained that the best results were obtainable if the carbon of the shoe is evenly balanced between the combined and graphitic so that half appears in each form. Close attention should be paid to the condition of the brakeshoe rigging to insure a uniform pressure and wear on each side. Four types, chilled end and unchilled, with steel backs, were tested, the deduction resulting in the conclusion that both the co-efficient of friction and hardness are matters of apparently minor importance. Best results were obtained with the hardness around 275 of the Brinnell scale. Chilled-end shoes had a longer life, but where shoes were purchased on the mileage basis, it was considered preferable to have them unchilled, even at a slightly higher cost, due to greater co-efficient of friction and increased life of the wheels.

Co-operative Tie-treating Plants for the joint use of a group of electric railways which are too small individually to have plants of their own, have been suggested. The suggestion was made by F. P. Smith, Superintendent of Way and Structures of the Indianapolis, Columbus and Southern Traction Co., in a paper read at the Central Electric Railway Association's annual meeting. He did not consider it advisable for a railway having less than 100 miles of track to establish a timber-treating plant, but thought that electric railways in the same territory might co-operate in the construction and operation of such a plant. Not only the treatment but also the purchase and inspection of timber for ties and other purposes could be handled economically through such a central plant.

The Canadian Traffic Bureau has been incorporated under the Manitoba Companies Act with a capital of \$15,000 and office at Winnipeg, to adjust and otherwise handle traffic and railway claims of every nature, and kindred objects. The provisional directors are:—C. R. Blackburn, W. S. Boyd, H. M. Bickford, C. J. Jamieson, N. K. Boyd, Winnipeg.

The fire which occurred at the Oshawa Ry. car barns at the end of Madch, destroyed the entire barn, together with all tools and spare equipment, about one-half of the station building, and two large double truck closed cars, one closed single truck passenger car, one freight shunter and one sweeper. We are advised that the buildings will be immediately replaced by up to date fire proof structures, and new equipment is being secured as speedy as possible. It was reported, Apr. 22, that four convertible cars and a shunter had been ordered in the U.S., it being impossible to obtain delivery as soon as required, if ordered in Canada.