

W. D. Thomson, who was mentioned in our last issue as having been appointed acting agent, Dominion Ex. Co., Calgary, Alta., was appointed acting route agent there.

C. E. Potts has been appointed travelling agent, Canadian Northern Ex. Co., with jurisdiction over lines between Ottawa and Port Arthur, Ont., with headquarters at Toronto.

J. Bolduc has been appointed travelling agent, Canadian Northern Ex. Co., with jurisdiction over lines in Ontario and Quebec, east of Ottawa, with headquarters at Quebec, Que.

F. H. Smith has been appointed acting Assistant Superintendent, Pacific Division, Dominion Ex. Co., Calgary, Alta., during the absence of M. W. Hastie, Assistant Superintendent, on leave.

The Canadian Northern Ex. Co. has placed its service in operation on the Canadian Northern Ry. between Pembroke and North Bay, Ont., and has opened offices at Alderdale and Brent, Ont.

Edward Allen, Superintendent, Canadian Ex. Co., Toronto, died suddenly there, Oct. 23. He was born in Ireland, and came to Toronto in early life. He had been associated with the Canadian Ex. Co. for 50 years. His health had not been good for some time, but he had attended to his duties, and was at his office as usual on the day prior to his death.

### Telegraph, Telephone and Cable Matters.

John Spiers, agent and operator, Great North Western Telegraph Co., Sandwich, Ont., died there Oct. 20, aged 65.

A. Hanley, local manager, Great North Western Telegraph Co., Kingston, Ont., for the past 15 years, died there recently.

The Marconi Wireless Telegraph Co. is reported to have decided to build a wireless telegraph plant at Buckley Bay, B.C.

R. Bodell, Commercial Supervisor, Great North Western Telegraph Co., Toronto, died Oct. 21 from pleuro-pneumonia. He had been in the company's service for 13 years.

The Anglo-American Telegraph Co. has given notice that owing to staff shortages at cable stations, it has been found necessary to suspend until further notice, the trans-Atlantic deferred rate service.

The Great North Western Telegraph Co. has opened offices at Riviere Madeleine, Que., Bolger and Glencoe, Ont., and has closed its offices at Abenakis Springs Hotel, Little Metis Beach, Pointe au Pic, St. Godefroy and Valcartier Camp, Que.; Grand Beach, Man., and Alberta Beach, Alta.

The Great North Western Telegraph Co. and its employes have agreed to refer their differences to the Canadian Railway War Board of Adjustment, No. 1, which meets early in November. Several points of difference have been settled, but others, covering the time schedule, the inclusion of chief operators, branch and smaller offices and line gang foremen, and the adjustment of district linesmen's wages, are being referred to the board.

The President of the United States has brought to the attention of the heads of departments the serious situation confronting telegraph and telephone companies, growing out of the recent heavy depletion of their trained operators due to the government's calls, and has suggested that they should be careful not to

take operators away from these agencies, which are now controlled by the government, without previous consultation with the superintendent of the companies.

### 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.

The C. E. A. Carr Co., railway supplies, etc., Toronto, has appointed H. F. Pwcell, as a member of its selling staff. He is a son of W. B. Powell, General Manager, Montreal & Southern Counties Ry.

Brown Hoisting Machinery Co., Cleveland, Ohio, has issued catalogue D, 1919, describing and illustrating Brownhoist trolleys, rail systems, hand travelling cranes, electric hoists, monorail man-riding trolleys, crabs and winches, and portable floor cranes.

Armstrong, Whitworth of Canada Ltd., Montreal, has issued a folder, containing a group picture of those present at the opening of its locomotive and car wheel tire and wheel plant at Longueuil, Que., on July 31, a view of its entire plant there and a number of views showing some of the most important operations in the manufacture of locomotive and car wheel tires, including battery of 6-ton Heroult electric furnaces; ladle in position receiving charge of molten steel; teeming tire ignot from ladle into ingot moulds; 2,000-ton steam intensifier forging press; forging ingot into tire bloom; 600-ton steam intensifier hydraulic Becking press; forging bloom into rough outline of tire; tire rolling mill, last operation completing tire.

Independent Pneumatic Tool Co.—John P. Hopkins, chairman board of directors, died at Chicago, Oct. 13, after a few days illness, death being attributed to a weak heart, superinduced by an attack of Spanish influenza. He was born in Buffalo, N.Y., in 1858. He moved to Chicago in 1880 and obtained a position with the Pullman Palace Car Co. as a machinist. Later he went into business for himself as a partner in Secord & Hopkins, general merchandise, at Pullman, Ill. This venture proved successful and was the foundation for the large fortune he built up. In 1905 he was one of the organizers of the Independent Pneumatic Tool Co. and he was its largest stockholder. He served the unexpired term of Carter H. Harrison, Sr., as Mayor of Chicago in 1893-94 and was several times chairman of the Democratic National Committee. Since the beginning of the war he had served as Secretary to the Illinois Council of Defense. His close attention to war work undoubtedly affected his health and hastened the end.

### Transportation Associations, Clubs, Etc.

The names of persons given below are those of the secretaries unless otherwise stated:

Canadian Car Service Bureau—W. J. Collins, Manager, 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, 505 Boyd Block, 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 Railway War Board—W. M. Neal, Montreal.

Dominion Marine Association—F. King, Counsel, Kingston, Ont.

Canadian Ticket Agents' Association—E. de la Hooke, London, 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 Street West, Toronto.

Engineering Institute of Canada—F. S. Keith, 176 Mansfield St., Montreal.

Express Traffic Association of Canada—C. N. Ham, Montreal.

Great Lakes and St. Lawrence River Rate Committee—James Morrison, Montreal.

Hydro-Electric Railway Association of Ontario—T. J. Hannigan, Guelph, Ont.

International Water Lines Passenger Association—M. R. Nelson, New York.

Niagara Frontier Summer Rate Committee—James Morrison, Montreal.

Quebec Transportation Club—A. F. Dion, Quebec.

Shipping Federation of Canada—Thos. Robb, Manager, 42 St. Sacramento Street, Montreal.

Toronto Transportation Club—W. A. Gray, 143 Yonge Street, Toronto.

Transportation Club of Vancouver—H. W. Schofield, 553 Church Street, Vancouver, B.C.

### STEAM ENGINES AND SURFACE CONDENSERS FOR IMMEDIATE SALE

#### All of Canadian Manufacture

Suitable for general mill work, power transmission by belt, rope drive or spur gearing, for driving woodworking, grinding, or crushing machinery, or air compressors, in factories, saw mills, pulp and paper mills, ship yards, munition works, mines, grain elevators, etc., or for reconstruction into other uses requiring heavy reciprocating parts.

1—500 h.p. vertical cross compound, 4 valve engine with shaft governors, cylinders, 18 and 24 x 24 in., 150 r.p.m., with 1—325 k.w., 3 phase, 60 cycle, 2,300 volt alternator direct coupled; also belted exciter. For electric power transmission.

1—900 h.p. vertical cross compound, 4 valve engine with shaft governor, cylinders, 20 and 38 x 24 in., 150 r.p.m., with 1—600 k.w., 3 phase, 60 cycle, 2,300 volt alternator direct coupled; also belted exciter. For electric power transmission.

2—600 horizontal cross compound, Corliss engines, 18 and 34 x 42 in., cylinders, 100 r.p.m., crank shaft 18 in.

1—1,200 h.p. cross compound Corliss engine, cylinders, 26 and 52 x 48 in., 85 r.p.m., crank shaft 22 in.

2—1,200 cross compound Wheelock gridiron valve engines, cylinders 27 and 52 x 46 in., 90 r.p.m., crank shafts 24 in.

1—250 h.p. Wheelock type, cross compound type engine, cylinders 16 and 27 x 40 in., with belt flywheel, 16½ ft. diam. and 33 in. face.

The 600 and 1,200 h.p. horizontal engines now have electrical generators mounted upon them which the present owner wishes to keep. Generators to be removed from engine shafts and engines sold without them.

These engines could be fitted with new fly wheel rims for belt driving, or with spur gearing, making them available for any kind of factory duty.

All of them have been operated at 135 pounds steam pressure and about 25 in. vacuum. All in good order; some of them have been run recently.

These engines ought to be sold entire, and would be an advantageous purchase for any establishment where reciprocating engine power can be economically employed, especially where EXHAUST STEAM HAS COMMERCIAL VALUE as it frequently has in isolated power plants, for drying or evaporating, or for heating buildings in this Northern climate.

Attention of manufacturers is called to the possibility of using the cylinders, shafts, fly wheels, or even the frames, of any or all of these engines as possible component parts of air and ammonia compressor engines, blowing engines and other heavy machinery requiring reciprocating steam power. Owners will consider reasonable offers for parts of the engines.

There are also for sale—  
2—Surface Condensers, each of about 14,000 sq. ft. cooling surface. Both suitable for large steamships. Also, 2 combined air and circulating pumps, vertical crank and fly wheel type, and one horizontal tandem, 3-cylinder air and circulating pump.

Correspondence is desired with parties who may have immediate use for any or all of these engines, condensers, or parts thereof. Prices on application, subject to prior sale.

WINNIPEG ELECTRIC RAILWAY CO.  
Winnipeg, Man.