

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.

LUMEN BEARING CO.—Kester Barr, who has been appointed Manager of this company at West Toronto, succeeding F. Ganderton, resigned, was heretofore with Manning, Maxwell and Moore, Inc., of New York.

AMERICAN LOCOMOTIVE CO.—Leigh Best, Vice President, in addition to his other duties, has been given full charge of the automobile department, which, so far as is practicable, is to be segregated from the company's locomotive department.

BUTTERFIELD & CO., manufacturers of stocks and dies, die and screw plates, tap dies, reamers, etc., Rock Island, Que. and Derby Line, Vt., have sold their business to the Union Twist Drill Co. of Athol Mass. The business will be continued under the same name, and there will be no change in the management or policy.

THE UNITED STATES GOVERNMENT has recently purchased from The Safety Car Heating and Lighting Co., 43 Pintsch beacons for use on the St. Marys River. These beacons will use high pressure Pintsch gas and 6 ft. high pressure Pintsch gas flasks. They will also use 300 mm. Pintsch mantle lanterns. The U.S. Government has also purchased from the same company 5 range lights for use on the Detroit River.

Transportation Conventions in 1913.

- May.—Association of Railway Claim Agents, Baltimore, Md.
- May 6-9.—Air Brake Association, St. Louis, Mo.
- May 19-21.—Railway Storekeepers' Association, Chicago, Ill.
- May 20.—Association of Railway Telegraph Superintendents, St. Louis, Mo.
- May 21.—American Railway Association, New York.
- May 21-24.—International Railway Fuel Association, Chicago, Ill.
- May 26-29.—Master Boiler Makers' Association, Chicago, Ill.
- May 28.—Association of American Railway Accounting Officers, Atlantic City, N.J.
- June.—American Society for Testing Materials, Philadelphia, Pa.
- June.—Association of Railway Electrical Engineers, Atlantic City, N.J.
- June 11-13.—American Railway Master Mechanics' Association, Atlantic City, N.J.
- June 16-18.—Master Car Builders' Association, Atlantic City, N.J.
- June 17.—Train Despatchers' Association of America, Los Angeles, Cal.
- June 17-19.—International Association of Railway Special Agents and Police, Salt Lake City, Utah.
- June 17-20.—American Association of Freight Agents, Buffalo, N.Y.
- June 18.—Freight Claim Association, Bluff Point, N.Y.

June 24-25.—Association of Transportation and Car Accounting Officers, Charlevoix, Mich.

July 22-25.—International Railway General Foremen's Association, Chicago, Ill.

Aug.—Travelling Engineers' Association, Chicago, Ill.

Aug. 12-15.—Railway Gardening Association, Nashville, Tenn.

Aug. 18.—International Railroad Master Blacksmiths' Association, Richmond, Va.

Sept. 8-12.—Roadmasters' and Maintenance of Way Association, Chicago, Ill.

Sept. 9-12.—Master Car and Locomotive Painters' Association of U.S. and Canada, Ottawa, Ont.

Oct. 14.—Railway Signal Association, Nashville, Tenn.

Oct. 21-23.—American Railway Bridge and Building Association, Montreal.

Transportation Associations, Clubs, Etc.

The names of persons given below are those of the secretaries.

Canadian Car Service Bureau, J. E. Duval, 401 St. Nicholas Building, Montreal.

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, 413 Dorchester St. West, Montreal.

Canadian Street Railway Association, Acton Burrows, 70 Bond Street, Toronto.

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, H. O. Jackson, 376 Huron street, Toronto.

Shipping Federation of Canada, T. Robb, 526 Board of Trade, Montreal.

Western Canada Railway Club, W. H. Rosevear, 25½ Princess St., Winnipeg. Meetings at Winnipeg 2nd Monday each month, except June, July and August.

High Speed Trains in Germany.—The 1912 summer time table of the German Railway Systems provides an interesting study, for it reveals that a new era of rapid transit has dawned in that country. In 1911 a non stop run from Berlin to Hamburg in 3 hours and 20 minutes was inaugurated, and in 1912 the run was further accelerated. The train left Berlin at 8.55 p.m., reaching Hamburg, 178¼ miles distant, at 12.09 a.m., the speed being 55.1 miles an hour. The return journey was made at 54.5 miles an hour. The train was a light one, consisting of four four-axle carriages and a six-axle dining car.

The Gas Electric Motor Car.—Railway officials have been watching with interest the development of the self-propelled car for use on steam roads. Under steam operation, short branch lines, carrying a limited traffic, are notoriously unprofitable. Single units running at sufficiently frequent intervals give a more satisfactory service than the once a day trains; and the managers have turned to the self propelled car as offering a solution of the problem. Today over 20 railways in the United States and one in Canada have self propelled units of the gas electric type running on regular local schedule. The consumption of gasoline, while varying with the local conditions, is found to be low, the economy being due to the electric transmission, which lends itself admirably to the particular requirements of local service.

Children Who Ride Free Not to Occupy Seats.—The Twin City Rapid Transit Company, Minneapolis, Minn., is enforcing the rule against children occupying seats while older persons stand. Heretofore an adult has been allowed to take three children of six years and under on cars without paying fare. The rule which is now being enforced is as follows: "Children under six years of age, when accompanied by parent or guardian, provided not more than three such children are in the care of one person, will be allowed to ride free. Should more than three children be in charge of one guardian, a full fare will be collected for each child in excess of that number. Should conductor see free riding children occupying seats while other passengers are standing, he will ask the parent or guardian either to take the child on his or her lap, have the child stand, or else pay full fare on account of each occupied seat."



TENDERS.

TENDERS addressed to the undersigned at Ottawa and endorsed on the envelope "Tender for Fisheries Patrol Steamer" will be received up to noon of the

TWENTY FIFTH DAY OF APRIL, 1913, for the construction of a steel wood sheathed twin screw patrol steamer to be delivered at Selkirk, Manitoba, of the following dimensions, viz.:—

Length B.P.	140 ft.
Breadth moulded	25 ft. 6 inch.
Breadth extreme	27 ft. ¾ inch.
Depth moulded	13 ft. 6 inch.
Indicated horse power	900.

Plans and specifications and tender forms can be seen at the Department of Marine and Fisheries, Ottawa, at the offices of the Collectors of Customs at Toronto, Collingwood, Midland and Kingston, Ont., at the offices of the Harbour Masters at Port Arthur and Fort William, and also at the offices of this Department at Montreal, Quebec, St. John, N.B., Halifax, N.S., and Victoria, B.C.

Plans and specifications and tender forms can be procured upon application from the Department of Marine and Fisheries, Ottawa, and from the Agent of this Department at Victoria, B.C.

Each tender must be accompanied by an accepted cheque on a chartered bank in favour of the Deputy Minister of Marine and Fisheries, equal to ten per cent. of the whole amount of the tender, which cheque will be forfeited if the successful tenderer declines to sign the contract prepared by the Department or fails to complete the steamer.

Cheques accompanying unsuccessful tenders will be returned.

The Department does not bind itself to accept the lowest or any tender.

Newspapers copying this advertisement without authority from the Department will not be paid.

ALEX. JOHNSTON,

Deputy Minister of Marine and Fisheries.

Department of Marine and Fisheries,

—38375.

Ottawa, March 11th, 1913.



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for OIL for Pyle ELECTRIC equipment or SPECIAL to Blue Print. and carry a large stock of standard headlight reflectors, burners, burner parts, felt wicks and chimneys.

The HIRAM L. PIPER CO., Limited

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Railway Catalogue No. 30, Marine Catalogue No. 21.

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