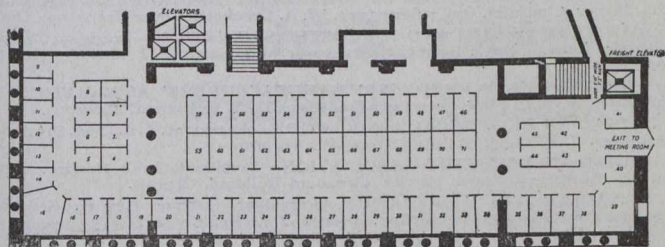


CONVENTION OF ASSOCIATION OF RAILWAY ELECTRICAL ENGINEERS.

The fifth annual convention of the Association of Railway Electrical Engineers will be held in the Auditorium Hotel, Chicago, October 21-25.

The electrical men of all the big railroads of United States and Canada will here be gathered together for a conference



on standardization of electrical practice on steam railroads, and many valuable papers and committee reports are planned.

The great hall occupying the 9th floor of the Auditorium Hotel has been reserved for convention exhibits, and judging from previous years, this space will all be taken by prominent manufacturers of electrical equipment.

Size of Booth and Cost.

Booths Nos.	Area.	Price.
1-8	42 sq. ft.	\$18.00
9-14	48 " "	21.60
15	126 " "	56.70
16-18	60 " "	27.00
19	56 " "	25.20
20	90 " "	40.50
21-38	60 " "	27.00
39	142 " "	63.90
40	56 " "	25.20
41	64 " "	28.80
42-45	48 " "	21.60
46-71	60 " "	27.00

As in previous years, an excellent entertainment programme will be provided which will include an informal dance, automobile tour of Chicago's parks, theatre party, closing with the annual banquet.

THE MEMPHIS UNION STOCK YARDS.

The Memphis Union Stock Yards, recently completed at Memphis, Tenn., are generally considered to be the most modern and up-to-date stock yards in the world.

About 20,000 horses and mules were sold annually in the city of Memphis before the erection of these stock yards, nearly all of them at retail. With the completion of the new structure and the wholesale trade which it is estimated that this will bring, the annual sales will undoubtedly run 60,000 to 80,000 head.

The stock yards comprise the auction and commission stables, which have a capacity of 2,000 horses and mules, a private mule barn with a capacity of over 8,000 head, and an auction pavilion arranged for the selling of from 500 to 1,000 horses and mares throughout the week.

One of the important features which had to be arranged for in the construction of these stock yards was the covering of some 400,000 square feet of the buildings with a durable fireproof roofing.

As the buildings were situated alongside a railroad, the fire risk was believed to be too great for shingles or any other inflammable roofing, and, on account of the space to be covered, a roofing unduly high in cost or that necessitated painting or gravelling, or any considerable amount of repairs or renewals, was considered impracticable. After investigation of roofings that were claimed to meet these requirements, the J-M Asbestos Roofing, made by the H. W. Johns-Manville Company, New York, was selected; in consequence, all the buildings were covered with this roofing.

This fabric is made of pure, long-fibred asbestos (stone) felt, securely cemented together with a combination of Trinidad Lake and other natural asphalts. Approximately 400,000 square feet were necessary, or about ten acres.

It is estimated that these new stock yards will effect an enormous saving between buyers and jobbers in the horse and mule business. The stock will be shipped direct to the yard by the raisers, instead of being sent to some other wholesale market and re-sold to come to Memphis. This will cut out an average additional expense of about \$200 per car load by approximately \$10 per head, and, with the sixty to eighty thousand head it is expected will be handled in a year, the saving approximates three-quarters of a million dollars annually.

A NEW ENGINEERING FIRM.

A new office has been started by four Montreal men, a mechanical, an electrical, and two civil engineers, each with a number of years' practical experience in their several particular lines. The scope of the work to be taken up embraces all kinds of estimating for contractors and their engineers, such as taking out quantities on building work to assist the contractor in tendering on contracts, estimating on heating, plumbing, ventilating and electric lighting, making up valuations for insurance purposes, drawing up detail plans for every description of engineering work. There should certainly be a field for such an engineering firm in this country. The address and offices of the company are: Estimators and Quantity Experts, 210 Board of Trade Building, Phone Main 786, Montreal.

PERSONAL.

MR. JAMES T. CHILD, city engineer of Calgary, Alta., has tendered his resignation to the city commissioners.

MR. FRED L. OLMSTEAD, of Boston, Mass., has been engaged by the Toronto Harbor Commission in connection with the preparation of plans for the water front of this city. Mr. Olmstead is well known amongst municipal officials both in Europe and North America.

MR. FRANK L. CODY has resigned as assistant manager for the Northern Ontario Light & Power Company, at Cobalt, Ont., because of ill health. Mr. Cody has been in Cobalt district for the last six years, and was formerly general manager of the Great Northern Silver Mines and the Cobalt Light, Power and Water Company.

DR. A. E. BARLOW, president of the Canadian Mining Institute, left Montreal for British Columbia, August 18th. His intention is to visit a number of the mining centres in West Kootenay and elsewhere before proceeding to the Coast. He presided at the western meeting of the institute in Victoria on September 18th and 19th, and will preside also at a meeting to be held September 30th, at Frank, Alberta.