

Panama Canal Traffic.

During the fiscal year ended June 30, the volume of traffic passing through the Panama Canal exceeded that in any previous 12 months. A total of 2,478 commercial ships made the transit, as compared with 2,025 in the fiscal year 1918-19, 2,130 in the fiscal year 1917-18, and 2,134 in the calendar year 1919. The aggregate net tonnage of the commercial ships passing through the canal in the fiscal year 1920 was 8,545,653 tons, according to the Panama Canal rules of measurement. In the fiscal year 1918-19, the aggregate was 6,131,575 net tons. In addition to the traffic of commercial ships, 266 ships passed through the canal in the U.S. Government Service without the payment of tolls. In revenues and in earnings in excess of expenses of operation and maintenance, new records were, likewise, established during the past fiscal year. The summation of charges has not been completed in detail, but the figures indicate aggregate revenues approximating \$8,800,000 during the year. Expenses of operation and maintenance total about \$6,650,000. No profit has been made in a commercial sense, since there is no consideration here of interest charges on the investment or of the depreciation of the plant. The previous record for a year for revenues was made in the fiscal year 1918, viz., \$6,411,843.28. In that year the excess of revenues over expenses was \$491,500.34, being greater than that in any fiscal year prior to 1919-1920.

Transportation Associations, Clubs, Etc.

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

- American Association of Port Authorities. M. 9 Beaver Hall Square, Montreal.
- Belleville Railway Men's Educational Club. Meets each Tuesday, 7.30 p.m. F. A. Pinkston, Belleville, Ont.
- Canadian Car Service Bureau—W. J. Collins, Manager, 401 St. Nicholas Building, Montreal.
- Canadian Electric Railway Association—A. Eastman, 70 Bond Street, Toronto.
- Canada Freight Association (Eastern lines)—G. C. Ransom, 909 Shaughnessy Bldg., Montreal.
- Canadian Freight Association (Western Lines)—W. E. Campbell, 805 Boyd Block, Winnipeg.
- Canadian Railway Board of Adjustment No. 1—R. Chapple, 463 St. James Street, Montreal.
- Canadian Railway Club—W. A. Booth, 131 Charron St., Montreal. Meetings at Montreal 2nd Tuesday, each month, 8.30 p.m., except June, July and August.
- Canadian Traffic League, A. H. Thorpe, 25 Balsam Ave., Toronto.
- 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—C. M. Strange, 9 Beaver Hall Square, Montreal.
- Engineers' Club of Toronto—R. B. Wolsley, 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—A. E. Storey, 310 G.T.R. General Offices, Montreal.
- Hydro-Electric Railway Association of Ontario—T. J. Hannigan, Guelph, Ont.
- International Water Lines Passenger Association—M. R. Nelson, 89 Chatham Ave., Buffalo, N.Y.
- Niagara Frontier Summer Rate Committee—James Morrison, Montreal.
- Quebec Transportation Club—A. F. Dion, Harbor Commissioner's Office, Quebec, Que.
- Railway Association of Canada—C. P. Riddell, Montreal.
- Shipping Federation of Canada—Thos. Robb, Manager, 42 St. Sacramento Street, Montreal.
- Transportation Club of Toronto—W. A. Gray, 257 Roxton Road, Toronto.
- Transportation Club of Vancouver—C. E. Blaney, Travelling Passenger Agent, Canadian Pacific Ocean Services Ltd., Vancouver, B.C.

Transportation Conventions in 1920

- Oct. 5-7—Maintenance of Way Master Painters' Association, Detroit, Mich.
- Oct. 11 to 15.—American Electric Railway Accountants Association, Atlantic City, N.J.
- Oct. 11 to 15.—American Electric Railway Engineering Association, Atlantic City, N.J.
- Oct. 11 to 15.—American Electric Railway Transportation and Traffic Association, Atlantic City, N.J.
- Oct. 14, 15.—American Association of Passenger Traffic Officers, Chicago, Ill.
- Oct. 19-21.—American Railway Bridge and Building Association, Atlanta, Ga.

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 Holden Co. Ltd., Montreal, has been granted supplementary letters patent, increasing its authorized capital stock from \$250,000 to \$1,000,000.

Independent Pneumatic Tool Co., Chicago, Ill., has issued circular 33, describing and illustrating Thor universal electric drills.

Joliette Castings & Forgings Ltd., which was incorporated July 3, under the Dominion Companies Act, with authorized capital of \$1,000,000, and head office at Montreal, has taken over the businesses of F. E. Smith Ltd., Independent Steel Specialties Corporation Ltd., Montreal, and Joliette Steel Co. Ltd., Joliette, Que., with head office at Montreal and works at Joliette. The President, F. E. Smith, was at one time Manager, Canadian Steel Foundries, Montreal, resigning Aug., 1918, to establish F. E. Smith Ltd., which dealt in iron and steel refractories, mill, foundry, shipbuilding and railway supplies, and pneumatic tools, and who in Mar., 1920, incorporated Independent Steel Specialties Corporation Ltd., for the production of steel castings. The Vice President is W. A. McCallum, formerly Assistant to President, Canadian Tube & Iron Co., and the Secretary is M. J. Mervin, formerly Auditor, Sterling Bank. The new company is manufacturing steel castings for railway, shipbuilding and automobile works, also general machinery castings. It is putting in an electrical furnace with a capacity of 400 tons a month.

Metal & Thermit Corporation, New

York, N.Y., is manufacturing an improved tool wagon for holding and keeping together materials and appliances for Thermit welding, which it recommends to railway shops using the Thermit process. The new design of tool wagon is claimed to be an improvement over the old design recommended formerly, as it provides a place for the Thermit preheater (lacking in the old design) side by side with the crucible. As in the case of the old tool wagon, the new one also contains a tool box for all necessary tools, space for mold boxes and a bin for molding material, divided into two parts, the upper one for facing material and the lower one for backing material. A sand screen is provided in the lower part of the lid for screening molding material, when a mold is broken up to prepare it for the next weld. During the screening of sand this lid is closed. The wagon is 42 in. wide, 57 in. high to the top of the tool box, and its length, exclusive of handle, is 7 ft. 5 in.

The Superheater Co. Ltd. has been incorporated in Canada. Its main office is in the Transportation Building, Montreal, and its manufacturing plant is at Sherbrooke, Que. It will manufacture the type of fire tube superheaters now in general use on locomotives, and also fire tube superheaters for marine installation, of which there are now over 2,000 in service. In the case of water tube boilers for marine service, the company designs and manufactures the superheater to suit each individual case. This, in fact, applies in all cases, and in particular in the design and construction of superheaters for stationary installation, either water tube, fire tube, or separately fired. The conditions are studied in each case, with a view to supplying the most economical and effective installation. The company uses a form of return bend, which is made, by a forging process, from the metal of the superheater pipes, making an exceptionally strong construction which is proof against high temperatures. This form of return bend has also been considerably sought after for use in pipe coils for refrigerating purposes, condensers and other uses.

Vapor Car Heating Co. of Canada, 61 Dalhousie St., Montreal, has issued a catalogue, 22, showing of its car heating and ventilating apparatus, describing and illustrating the vapor system of car heating and other devices, including cab heating systems, steam and hot water car heating apparatus, etc., are manufactured formerly by Chicago Car Heating Co., Standard Heat & Ventilation Co. and Safety Car Heating & Lighting Co.

CRANE FLANGED FITTINGS

CRANE LIMITED

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1280 ST. PATRICK ST

MONTREAL

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Sales Offices: Halifax, Quebec, Ottawa, Calgary