

eastern channel of Barkley Sound must call at Banfield and obtain a pass from the senior naval officer to enable her to proceed. Every vessel desiring to fish in the eastern channel must also obtain a pass, which will only be valid for the time indicated on it. All vessels in Barkley Sound must obey the instructions of the officers of the patrol vessels stationed there. No vessel will be permitted to pass through Satellite Pass. Vessels are free to pass to the westward of the eastern channel and through Junction Passage to the Alberni Canal without obtaining passes.

The first war prize court ever held in the Dominion was constituted at Ottawa, Dec. 15, when Justice Cassels of the Exchequer Court deal with the question of the s.s. Belas, which was seized by the customs officers at Quebec after the outbreak of war. The vessel's papers disclosed that she was a German vessel, built in 1875, and owned by J. Wimmer & Co., Hamburg. The Dominion Government claimed her condemnation, together with cargo, as "good and lawful prize and droits of the Admiralty." An appearance was entered by a Portuguese subject, who claimed that she had been purchased from the German owners prior to the war, but it transpired that the transfer had not been completed, and it was ordered that the vessel and cargo be detained until the conclusion of the war.

Grain Shipments from Montreal.—A report prepared in Montreal regarding the shipments of grain from the port in 1914 shows that there was a very large increase in quantity over 1913. It is stated that the large increase is partly due to the lateness of the 1913 crop, much of which was shipped early in 1914, and that a large quantity of U. S. grain was forwarded through Montreal. The war also caused some increase in the amount handled. The following table gives the approximate amounts shipped during 1914, compared with the figures for 1913:

	1914.	1913.
Wheat	60,839,376	33,187,474
Flax	181,908	7,808,342
Oats	8,492,983	7,279,880
Barley	4,588,945	5,087,489
Rye	125,746	210,808
Flour	74,228,958	53,573,993
	2,751,934	2,504,565

The U.S. Steamboat Inspection Service in the year ended June 30, 1914, inspected 7,930 vessels, with a gross tonnage of nearly 10,000,000. There were 232 accidents during the year on vessels subject to inspection, resulting in a loss of 105 passengers and 477 members of the crew. One passenger was lost for each 3,029,000 passengers carried. The report recommends legislation to require fireproof construction on all excursion steamers hereafter built, and that the designs for the hulls and boilers of all vessels hereafter built should be first examined and approved by a corps of inspectors in the office of the supervising inspector general.

New Pilotage Stations in Great Britain.—The British Admiralty has issued a notice to mariners providing that, in view of the extension of the system of mine defence, pilotage has been made compulsory for the Rivers Humber and Tyne, in England, and Firth of Forth, Moray Firth, and Scapa Flow, in Scotland. Pilotage stations have been provided at convenient points, where vessels must call for and drop pilots. All the places named front on the North Sea.

Life Saving Appliances.—An order in council has been passed providing rules for life saving appliances on foreign going steamships and for coasting and inland steamships, and cancelling part 8 of the rules for the inspection of steamboats. The new

rules are the same as have been adopted by the British Board of Trade, and are of the same standard as those required by other governments.

During the war, in order to meet the conditions prevalent owing to the dislocation of shipping on the east coast of Great Britain, the Government railway executive committee, responsible for the operation of British railways, has made certain preferential rates, and it is anticipated that further preferences will be granted later on.

Brass furnace linings are said to have their life doubled by the use of oil fuel instead of coke.

Transportation Conventions in 1915.

- Jan. 19-21.—American Wood Preservers' Association, Chicago, Ill.
- Mar. 16-18.—American Railway Engineering Association, Chicago, Ill.
- April.—American Association of Demurrage Officers, Boston, Mass.
- Apr. 28.—Association of American Railway Accounting Officers, Atlanta, Ga.
- May.—Association of Railway Claim Agents, Galveston, Tex.
- May.—Railroad Master Timmers', Copper-smiths' and Pipefitters' Association.
- May 4-7.—Air Brake Association, Chicago, Ill.
- May 17-19.—Railway Storekeepers' Association, Chicago, Ill.
- May 17-20.—International Railway Fuel Association, Chicago, Ill.
- May 20-21.—American Association of Railroad Superintendents, San Francisco, Cal.
- May 21-24.—American Association of Freight Agents, Richmond, Va.
- May 26-28.—Master Boiler Makers' Association, Chicago, Ill.
- June 9-11.—American Railway Master Mechanics' Association, Atlantic City, N.J.
- June 14-16.—Master Car Builders' Association, Atlantic City, N.J.
- June 15.—Train Dispatchers' Association of America, Minneapolis, Minn.
- June 16.—Freight Claim Association, Chicago, Ill.
- June 22-25.—Association of Railway Telegraph Superintendents, Rochester, N.Y.
- July.—American Railway Tool Foremen's Association.
- July 14-17.—International Railway General Foremen's Association, Chicago, Ill.
- Aug. 17.—International Railroad Master Blacksmiths' Association, Philadelphia, Pa.
- September.—Roadmasters' and Maintenance of Way Association.
- Sept. 14-17.—Master Car and Locomotive Painters' Association of the United States and Canada, Detroit, Mich.
- Sept. 21-24.—Railway Signal Association, Salt Lake City, Utah.
- October.—American Association of Dining Car Superintendents.
- October.—American Railway Bridge and Building Association.
- Oct. 4-8.—American Electric Railway Association, San Francisco, Cal.

Transportation Associations, Clubs, Etc.

- The names of persons given below are those of the secretaries unless otherwise stated.
- Canadian Car Service Bureau, J. Reilly, 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, 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, 176 Mansfield St., Montreal.
- 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, F. King, Counsel, 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, A. F. Dion, Quebec.
- Ship Masters' Association of Canada, Capt. E. Wells, 45 St. John St., Halifax, N.S.
- Toronto Transportation Club, W. A. Gray, 143 Yonge St., Toronto.
- Western Canada Railway Club, Louis Kon, Box 1707, Winnipeg. Meetings at Winnipeg, 2nd Monday each month, except June, July and August.

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.

Canadian Locomotive Co. has paid the usual 1% quarterly dividend, due Jan. 1 on its preferred shares.

Independent Pneumatic Tool Co., Chicago and Montreal, has issued circular E, describing and illustrating a new line of Thor portable electric drills.

Canadian General Electric Co.—The Lieutenant Governor of Ontario, J. S. Hendrie, has been elected a director of the Canadian General Electric Co., vice Senator Jaffray, deceased.

Edison Storage Battery Co.—F. V. McGinness, Sales Engineer of the Edison Storage Battery Co., Orange, N.J., has been appointed Assistant Manager of the Railway Department, taking the position of W. F. Bauer, who was recently made manager of the company's Chicago office.

Steel Co. of Canada.—One of the executive officers says: "Our General Manager, Robt. Hobson, is in London but he is not there in connection with any new financing of the company. We hope that he will be successful in securing orders from the various Governments in connection with their present requirements for the war."

Safety Car Heating and Lighting Co.—Harry Bayne, who has been connected with electrical and manufacturing interests in Canada for a number of years, has been appointed General Agent for Canada and Newfoundland for the Safety Car Heating & Lighting Co., of New York. He will have offices in Montreal and Toronto. R. H. Harvey remains with the company in Montreal, as heretofore.

Edison Storage Battery Co.—The fire that destroyed part of the Edison phonograph works at Orange, N.J., on Dec. 9, did not in any way affect the Edison Storage Battery Co. One end the large concrete buildings of the battery works is across the street from Mr. Edison's private laboratory which was saved, and this, as well as the rest of the plant, escaped unscorched.

Standard Underground Cable Co. of Canada Ltd.—H. C. Barber, who has been appointed on the sales force of the Standard Underground Cable Co. of Canada, Ltd., Hamilton, Ont., which manufactures electric wires and cables, cable terminals, junction boxes and other cable accessories, is a graduate of the Faculty of Applied Science, Toronto University, and has occupied positions on the engineering and executive staffs of the Toronto and Hamilton hydro electric departments, also on the Packard Electric Co.'s sales force at St. Catharines, Ont. He will advise customers in regard to installation problems.