

The Diesel Engined Vessel Eavestone.

The preliminary trials of the vessel Eavestone, built at Middlesbrough, Eng., for Furness Withy and Co., which took place recently, are considered to have been extremely successful. Her dimensions are:—length, 276 ft.; breadth, 40½ ft. moulded beam, with a deadweight capacity of 3,600 tons. She is engined by Carels-Diesel engines of the four cylinder, two cycle type of 850 h.p., with a service speed of 115 r.p.m., being practically a duplicate of the engines supplied for the Canadian Inter-lake Line's vessel Fordonian.

The construction is comparatively simple, there being an open crank pit, with box columns supporting the cylinders, and the open crossheads working the air scavenging pumps. Comparing the vessel with a similar one of the steam driven type, the extra space available for cargo on a 30 days' trip amounts to about 400 tons, due to the less space taken by the machinery. In the course of the trials, the engine was kept running at full load for over nine hours and no trouble of any kind was experienced, and on her maiden trip to Antwerp, Holland, the governor was set for 86 r.p.m., and when the propeller was thrown out of the water, the maximum speed was 92 r.p.m., coming back to 86 r.p.m. in less than five seconds.

It is said that Furness Withy and Co. may place the vessel on its Canadian service.

PATENT ACT.

TAKE NOTICE that manufacture of Nut-Locks constructed in accordance with Canadian Patent No. 128,091, issued September 13, 1910, to Milton Bartley, has been commenced in Canada by W. H. Banfield & Sons, of the City of Toronto, who are prepared to supply any demand for the same at a reasonable price. Ridout & Maybee, 59 Yonge Street, Toronto, Attorneys for the Patentees.

Railway and Allied 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 Bldg., 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.

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.

Nova Scotia Society of Engineers, A. R. McCleave, Halifax, N.S.

Quebec Transportation Club, J. S. Blanchet, Quebec.

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

The Victoria Tug Co., Ltd., has been incorporated under the British Columbia Companies Act, with \$56,229, and office at Victoria, to carry on a general steamship and passenger and freight business.

Transportation Conventions in 1912.

Oct.—American Railway Bridge and Building Association, Baltimore, Md.

Oct. 7-11.—Association of Transportation and Car Accounting Officers, Chicago, Ill.

Oct. 7-11.—American Electric Railway Association, Chicago, Ill.

Oct. 8-9.—Canadian Ticket Agents' Association, Ottawa, Ont.

Oct. 8-11.—Railway Signal Association, Quebec, Que.

Oct. 15-17.—American Railway Bridge and Building Association, Baltimore, Md.

Oct. 17-19.—American Association of Dining Car Superintendents, Denver, Col.

Oct. 23-25.—Society of Railway Financial Officers, Atlantic City, N.J.

Nov. 6-10.—Association of Railway Electrical Engineers, Chicago, Ill.

Nov. 15.—American Railway Association, Chicago, Ill.

Nov. 15-16.—American Association of Freight Traffic Officers, Chicago, Ill.

Nov. 19-21.—Maintenance of Way Master Painters' Association, Chicago, Ill.

Dec. 12-13.—Association of Transportation and Car Accounting Officers, Louisville, Ky.

The Merchant Service Guild of British Columbia has recommended to the Minister of Marine that the passage in the Seymour narrows, known as the Maude island channel, be closed, on account of the danger to navigation caused at certain stages of the tide by swirls extending out into the main channel. The channel is about one twelfth of a mile wide, and it is stated that the blocking could be carried out at small cost.

During July, four employees were killed, and six were injured in the course of their work in connection with the navigation of Canadian waters. Of the fatalities, two were due to drowning, and one each to a fall, and to being struck by machinery, while of the non-fatal accidents two each were due to machinery, and falls, and one each to an explosion of kerosene, and to falling material.

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