

### Rules of the Road on the Great Lakes.

The Dominion Government is proposing to amend the Rules of the Road for navigation on the Great Lakes. The chief amendments cover the use of lights on vessels, a new clause being proposed requiring canal boats, when in tow of steam vessels on the Great Lakes and tributary waters as far east as Montreal, to carry lights. A new rule is also proposed relating to the use of searchlights, and providing that any master or pilot of any steam vessel who shall flash or cause to be flashed, the rays of a searchlight into the pilot house of a passing vessel shall be deemed guilty of misconduct, and shall be liable to have his certificate suspended or revoked. Other rules govern the use of fog and distress signals, speed during fog, and in case of accident. Special rules are to be included, governing the navigation of motor boats, and as, in several cases recently, the navigation of such craft by inexperienced persons has caused considerable danger, and in some cases, loss of life, these rules should be well studied by all those concerned with navigation, especially when in the vicinity of harbors and small bays.

### Extension of Wharves at Fort William, Ont.

The Dominion Public Works Department received tenders, Nov. 21, for harbor and river improvements, consisting of the extension of wharves at the entrance to the Mission River, Fort William. The work covers the construction of quay walls of 2,646 ft. total length, in two parts, of 1,225 ft. and 1,421 ft. respectively. The construction is to be of square timber crib work, close faced on the outer faces and open faced on the inner faces, the outer faces to have a batter of 1 in 24, and the other faces to be vertical. When fully ballasted the top of the cribwork is to be 6 ins. below low water level. The superstructure is to be of concrete and when completed to be 5.5 ft. above low water level. The site will be dredged by the Public Works Department to a depth of 26 ft. at low water.

### New Atlantic Steamships for the Canadian Pacific Railway.

The two steamships which the C.P.R. has under construction at Glasgow, Scotland, and which will be in service during next year, will be of the one class cabin type. Their dimensions will be, length 520 ft., breadth 64 ft., breadth of passenger deck 41 ft. Each vessel will have passenger accommodation for 520 second class, and 1,200 third class passengers. The dead weight capacity will be 7,950 tons, with an approximate cargo capacity of 6,000 tons. The cruiser stern, which is one of the features of the new Pacific Empresses, has been adopted. There will be six decks, and the hulls will be subdivided by water-tight doors and bulkheads so as to be capable of floating when three of the compartments are open. These bulkheads will be automatically controlled from the bridge. The speed of the vessels will be 15 knots, and they will have a draught of 27.5 ft. All conveniences will be included in the passenger accommodation, and heating and ventilation will be supplied by the thermotank system, changing the air eight times an hour.

**Diesel Locomotive.**—A locomotive of the 4-4-4 type operated by Diesel oil engines has recently been placed in service on the Prussian-Hessian State Rys. It is 54½ ft. long, weighing in working order 95 tons. The engines are of the 4 cylinder V type,

and drive a crank shaft which is connected to the driving axles. It also has an independent air compressor of about a quarter the power of the main engine, the air from which is used for starting the locomotive. The cylinders each have a fuel valve through which the oil is injected under a pressure of from 50 to 70 atmospheres. The cab encloses the entire locomotive, and the fuel and circulating water are contained in four tanks built into the corners. The reversing and other mechanism is so arranged that the locomotive can be controlled from either end. The auxiliary is started by the admission of air from the reservoir, slowly at first, and after the auxiliary has been changed to oil fuel, the pressure in the oil storage cylinders rises, and the air supply is admitted to the main engine, which consequently commences to work. When running at about 6 m. p. h., the starting valves are thrown out of action, and the engine is changed to oil fuel, and the operation is then normal. The locomotive was designed for fast passenger service, and has developed 62 m. p. h.

### Transportation Conventions in 1913 and 1914

Dec. 9, 10.—Association of Transportation and Car Accounting Officers, Galveston, Texas.  
Jan. 20-22.—American Wood Preservers' Association, New Orleans, La.  
Mar. 17-20.—American Railway Engineering Association, Chicago, Ill.  
Apr. 21.—American Association of Freight Agents, Houston, Texas.  
May.—Association of Railway Claims Agents, St. Paul, Minn.  
May 17-20.—American Railway Engineering Association, Chicago, Ill.  
May 18-22.—International Railway Fuel Association, Chicago, Ill.  
May 19.—American Association of Demurrage Officers, St. Louis, Mo.  
May 20-22.—Freight Claim Association, Galveston, Texas.  
May 20-23.—Association of Railway Telegraph Superintendents, New Orleans, La.  
May 21-22.—American Association of Railroad Superintendents, St. Louis, Mo.  
May 28.—Association of American Railway Accounting Officers, Atlantic City, N.J.  
June 10-12.—Master Car Builders' Association, Atlantic City, N.J.  
June 15-17.—American Railway Master Mechanics' Association, Atlantic City, N.J.  
July.—International Railway General Foremen's Association, Chicago, Ill.  
Aug. 18.—International Railroad Master Blacksmiths' Association.  
Sept. 8-11.—Roadmasters and Maintenance of Way Association, Chicago, Ill.  
Oct. 20-22.—American Railway Bridge and Building Association, Los Angeles, Cal.

**Greater Safety at Sea.** An international conference of those interested in the matter of safer navigation at sea, was opened in London, Eng., Nov. 12, on the invitation of the British Government. The chief nations of the world were represented, and a number of matters were discussed, and full use was made of information and ideas gleaned from the Titanic investigation. Lord Mersey, who conducted the investigation into the Titanic disaster, was Chairman of the conference. Canada was represented by Alex. Johnston, Deputy Minister of Marine.

**Harbor Improvements at Port Hope, Ont.**—The Public Works Department has under consideration, tenders for harbor improvement works at Port Hope, Ont., comprising the preparation of the site by dredging and excavating material to an elevation of 227.8, or 17 ft. below zero, the construction of a reverment wall consisting of seven wooden, stone filled cribs each 16 ft. wide, and 16 ft. deep, six of which are to be 100 ft. long, and one 45 ft. long with an upper structure of concrete to an elevation of 250.8, or 6 ft. above zero, with walings, bollards, anchor rods, blocks, etc.

The Canadian Northern Telegraph Co. has opened offices at Dinsmore and Elrose, Sask.

### 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 General Electric Co.** has issued a folder on the advance in transportation equipment.

**Canadian Steel Foundries Ltd.** has issued illustrated catalogue 6 of the Jackson rigid switch stand.

**Commercial Acetylene Railway Light and Signal Co.**—W. H. Wood has been appointed Canadian Manager, vice J. R. Arnoldi, deceased. Office, 103 Bay St., Toronto.

**Canadian Allis-Chalmers Ltd.** is distributing McKiernan-Terry Drill Co.'s booklet of rotating hammer drills for sinking, stoping and drifting, for which it is selling agent in Canada.

**Orenstein-Arthur Koppel Co., Koppel, Pa.,** has issued illustrated catalogue 900 of portable and industrial railways, narrow gauge sidings, narrow gauge public railways and general railways equipment. The company is represented in Canada by the Canadian Fairbanks Morse Co., Ltd.

**United States Light and Heating Co.**—J. Allen Smith, President, left New York recently for Europe for the second time this year, among other things to attend several automobile shows and to deal with the company's business in electric starters and lighters, storage batteries and electric car lighting equipment.

**The Hull Iron and Steel Foundries, Ltd.,** has been incorporated under the Dominion Companies Act with \$250,000 capital and office at Hull, Que., to carry on the business of iron smelters and brass and steel foundries, and to take over the business being carried on in Ottawa, Ont., by A. H. Coplan.

**C. E. A. Carr,** who has occupied a number of important positions on electric railways, etc., in Canada and the United States, the last one being the General Managership of the New Orleans, Southern and Grand Isle Ry., at New Orleans, La., has established the C. E. A. Carr Co., at Toronto, to deal in railway supplies.

**Ottawa Car Manufacturing Co., Ltd.,** which was incorporated recently under the Dominion Companies Act with an authorized capital of \$3,000,000, and head office at Ottawa, was organized November 10 with the following directors. T. Ahearn, President; W. Y. Soper, Vice President; Jas. D. Fraser, Secretary-Treasurer; Travers Lewis, K.C., C. MacNab, E. N. Soper, and T. F. Ahearn. The company will take over the business of the Ottawa Car Co., Ltd., builders of electric railway cars, etc.

**The W. W. Butler Co., Ltd.,** has been incorporated under the Dominion Companies Act, with an authorized capital of \$100,000 and head office in Montreal, and with extensive powers. At first the company will handle railway, marine and mining supplies. W. R. Butler, Vice President, Canadian Car and Foundry Co., is the chief man in the new company, and has appointed as one of its representatives G. T. Merwin, formerly with the Safety Car Heating and Lighting Co. and the Canada Car Co.

**Armstrong, Whitworth of Canada, Ltd.,** has been incorporated under the Dominion Companies Act with an authorized capital of \$2,000,000 and head office at Montreal, the principal persons interested being connected with Sir W. G. Armstrong, Whit-