

as members every roadmaster in the Dominion. I am going to make a desperate effort. Every time I write to a roadmaster, if there is anything of any importance, anything I think would interest him, I write him about it, & send him all our printed matter just the same as if he was a member. It is pretty hard work when you have to get down to coaxing, but I am going to start coaxing next year & see if that will do something. If every member will make a personal effort to induce his neighbor on each side of him to attend these meetings, I think it will be beneficial. I am sure I am in sympathy with Mr. Jelly's motion thanking the President. I presume the President does not feel like putting this motion, & if no one else wishes to say anything, I will put it. The motion was unanimously adopted.

THE CHAIRMAN.—Gentlemen, I certainly appreciate your kindness in this respect. While I accepted the position of President of this Association at the time it was organized, it was simply because I was, I may say, forced to do so; nobody else would do it, & we had either to drop the matter or I had to take the position. At our next meeting it was the same thing. I fully intended to drop out of it last year, & would much rather have had someone else at the head of the Association. While we have not made much progress, I can only say that I have done what little I could, & that has not been very much, but I hope that in the future the Association will grow. I have great faith in this Association as being something that will be a great benefit to roadmasters, & I look upon it that anything that is a benefit to roadmasters in this respect is a benefit to the railways they are on. I fully believe that if our roadmasters realized the benefit that they would derive from attending these meetings, that more of them would turn out. I hope more will be present next time. I thank you sincerely for your kindness.

F. E. CAME.—I would like to say a few words in behalf of the Track Supply Association, if you do not object. The railway supply men of Canada & the United States are very anxious for the success of your Association, believing as they do that the more knowledge you have about the different devices the better able they will be to sell their goods. It means dollars & cents to the supply people to have you look at their wares & know what they are, so that you can decide intelligently. For this reason we have organized an Association, to be practically in connection with yours, to be known as the Track Supply Association. The object is to further your interests, & to try to make the conventions a success, financially & otherwise, by helping you to arrange your hotel accommodations, to have the devices so that you can see them, & give more or less of a systematic entertainment, which will not detract from the papers & the technical proceedings, but will help you to pass some of the rest of the time, & make the meetings as a whole pleasant & productive. We have done some few simple things this time, & next year we hope to be well organized, & to do better in Montreal. I think this method will help to increase your membership as well, if we have a concerted action.

The Convention then adjourned.

EXHIBITS OF TRACK SUPPLIES, ETC.

The following exhibits were displayed in the hall in the Temple Building, in which the Association met:

THE PAGE WIRE FENCE CO. OF ONTARIO, Walkerville, Ont., represented by R. Z. Rogers, Special Railway Salesman. Exhibits: Wire fencing, including the Page Coiled Spring Wire.

A. O. NORTON, Coaticook, P.Q. Exhibits: 2 Norton sure drop track jack, 1 Norton Automatic raising & lowering jack, & 1 Norton ball-bearing bridge jack.

F. E. CAME, Montreal. Exhibits: Samples

of the Servis tie plate, the Q. & W. tie plate & the Pearson jack; also model of the Macpherson patent safety switch block.

THE NATIONAL LOCK WASHER CO., Newark, N.J., represented by R. L. Thomas. Exhibit: Nut locks.

ROBERTS, THROP & CO., Three Rivers, Michigan, represented by W. H. Frisby. Exhibit: Sample of the Donovan improved pressed steel wheel.

THE RAMAPO IRON WORKS, Hillburn, N.Y., represented by R. J. Davidson. Exhibit: Automatic safety switch & stand.

THE BUDA FOUNDRY & MFG. CO., Harvey, Ill., represented by J. McKinnon. Exhibit: Steel wheel.

DILWORTH, PORTER & CO., Pittsburgh, Penn., represented by C. Stein. Exhibit: Samples of the Glendon longitudinal flange tie plates.

THE CONTINUOUS RAIL JOINT CO. OF AMERICA, Newark, N.J., represented by W. E. Clark. Exhibit: Sample joints.

THE WEBER RAILWAY JOINT MFG. CO., New York, represented by J. C. Barr & G. E. Daggett. Exhibits: Sample tee rail joint, step joint & insulated joint.

W. GOLDIE, JR., & CO., Pittsburgh, Pa., represented by W. Goldie, senr. Exhibits: Sample tie blocks, tie plates & spikes.

THE DIAMOND STEEL CO., Wilmington, Del., represented by B. Reece. Exhibits:



THE TEMPLE BUILDING, TORONTO,
in which the Convention was held.

Spikes, rail joints, rail-joint springs, tie plates & track bolts.

TRACK SUPPLY ASSOCIATION.

The supply men in attendance at the convention held a meeting Sep. 19 & decided to form an organization to be known as the Track Supply Association.

The following officers were unanimously elected: President, F. E. Came, Montreal; First Vice-President, R. J. Davidson, Hilburn, N.Y.; Second Vice-President, W. H. Frisby, Three Rivers, Mich.; Secretary-Treasurer, Acton Burrows, 33 Melinda Street, Toronto.

SOCIAL FEATURES OF THE CONVENTION.

On the afternoon of Sep. 20, the members of the Association, many of whom were accompanied by their wives, were the guests of the Track Supply Association, & enjoyed a charming drive in four-in-hand coaches through the principal business & residential streets of Toronto. In the evening they were entertained at one of the theatres, where an excellent vaudeville performance was witnessed.

At 11 a.m. on Sep. 21, a number of the members of the Roadmasters' Association & of the Track Supply Association were conveyed to Niagara Falls in a special car attached to the G.T.R. express no. 9, the invitation

having been extended by General Roadmaster Ferguson, by kind permission of General Superintendent McGuigan. On their arrival at Niagara Falls station a special electric motor car of the Niagara Falls Park & River Railway took them to the Dufferin restaurant, where lunch was partaken of. The electric car was then taken to the Dufferin Islands, where a short time was spent, after which a rapid trip was made north to Queenston Heights, where Brock's monument was visited, Niagara Falls being again reached about 6 p.m.

The party having dined at the G.T.R. restaurant, the special G.T.R. car was again boarded, Toronto being reached about 9 p.m. after a most enjoyable day's outing, which was a great treat to those who were privileged to be present, & many of whom had not visited Niagara Falls before. While on the way from Niagara Falls to Toronto, a hearty vote of thanks was passed to the G.T.R. management for the courtesy shown, & several of the roadmasters expressed themselves in very warm terms as to the excellence of the track.

Railway Equipment Notes.

The Bay of Quinte Ry. is having 10 flat cars built.

The Caraqueet Ry., N.B., has added another locomotive to its equipment.

Two locomotives have recently been added to the rolling stock of the Canadian Northern.

The Dominion Atlantic has placed an order with Rhodes Curry & Co., Amherst, N.S., for 10 flat cars.

The Moncton & Buctouche Ry. has ordered a passenger car from Rhodes Curry & Co., Amherst, N.S.

Ross, Barry & McRae, contractors for the Great Northern of Canada, recently purchased 5 flat cars from Rhodes Curry & Co., Amherst, N.S.

The Dominion Iron & Steel Co., Sydney, N.S., recently secured 8 freight cars from Rhodes Curry & Co., Amherst, N.S. The Co. has placed an order for a locomotive in the U.S.

The Canada Atlantic has built 500 freight cars at its Ottawa shops this year, & is about to build 500 more to be completed by next spring. These cars have a capacity of between 70,000 & 80,000 lbs. each.

The Sydney & Louisburg Ry. has added a 121-ton locomotive to its equipment. Orders have been placed for 50 steel cars of a capacity of 100,000 lbs. each & for a 2nd-class combination passenger car, the latter with Rhodes Curry & Co., Amherst, N.S.

The Great Northern of Canada's new equipment, for part of which orders have already been placed, will comprise 12 four-cylinder compound locomotives; 8 1st-class & 11 2nd-class passenger cars, 4 sleeping, parlor & dining cars, 8 baggage, express & mail cars, 300 box & cattle cars, 100 flat cars, 4 cabooses, 4 refrigerator cars, 4 snow plows, 25 hand cars & 25 push cars.

The London Times, in a recent article dealing with Russia's activity & enterprise in railway matters, announces that the Russian Government has issued a Ministerial order directing that by January, 1903, all freight rolling stock on all the Russian lines, both State & private, be fitted with the Westinghouse quick-acting brake. It is estimated that 1,200 locomotives & 30,000 freight cars will be thus fitted.

For the Intercolonial orders have recently been placed with Rhodes Curry & Co., Amherst, N.S., for 20 Wicks patent refrigerator