

between Port Angeles and Albert Head in the Juan de Fuca Strait, on the Pacific coast, and has laid a new submarine cable across Juan de Fuca Strait from Port Angeles, Wash., to Victoria, B.C., running out from Ediz Hook, Port Angeles, to the shore at the foot of Douglas St., Victoria, about a quarter of a mile off Finlayson Point.

The Board of Railway Commissioners passed general order 266, June 17, as follows:—Re the Railway Act and amending act, 7-8 Edward VII., chap. 61, sec. 4, and the tariffs of telegraph companies; it is ordered that, subject to such order or orders as the board may from time to time issue, all telegraph companies within the legislative authority of the Parliament of Canada be authorized to charge the telegraph tolls published in their respective tariffs filed with the board.

The Postal Telegraph Co. has announced a reduction in cable rates from San Francisco to the Phillipine Islands, China and Japan, dating from Sept. 1. The changes are as follows: To Phillipine Islands, from \$1 to 80c a word; to China, from \$1.10 to 85c a word, and to Japan, from \$1.21 to 83c a word. In the last two mentioned cases, the reduction is contingent on a proportionate reduction in terminal charges by the Chinese and Japanese Governments, to which no objection is anticipated.

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.—J. J. Ashworth, Secretary and Assistant General Manager, has been elected a director.

Canadian Locomotive Co.—Jas. Caruthers, grain merchant, Montreal, and M. J. Haney, Toronto, have been elected directors, succeeding J. J. Harty and Senator H. W. Richardson, deceased.

The Metal & Thermit Corporation, New York, has completed what it claims to be the largest marine weld ever recorded, on the cast steel sternframe of the U.S. army transport s.s. Northern Pacific. The section welded was entirely broken through by the severe strain to which the frame was subjected when the transport, laden with homeward bound troops, ran aground on Jan. 2, 1919, in a dense fog, off Fire Island, New York. The sternframe was broken just above the upper rudder lug, in a position where the casting was hollow and almost 2 ft. in diameter. The walls of the casting at this point were about 3 ins. thick. The company states that the weld, which required 1,400 lb. of thermit for the chemical production of the necessary amount of molten steel, and which was made without removing the casting from the ship, obviated the delay and expense which would have been entailed by the only alternative of purchasing an enormous new casting and installing it at a cost probably exceeding \$50,000.

National Steel Car Co., Hamilton—In connection with the recent negotiations for the purchase of the National Steel

Car Co.'s plant at Hamilton, Ont., by the American Car and Foundry Co., it is announced that the negotiations have fallen through. Sir John Gibson, President of the company, being reported as saying that the American Car and Foundry Co.'s offer was not considered satisfactory.

Transportation Conventions in 1919

September.—Master Car and Locomotive Painters' Association of the United States and Canada, Chicago, Ill.
Sept. 16-19.—Traveling Engineers' Association Chicago, Ill.
Sept. 16-18.—Roadmasters' and Maintenance of Way Association, Chicago, Ill.
Oct. 6-10.—American Electric Railway Association, Atlantic City, N.J.
Oct. 21-23.—American Railway Bridge and Building Association, Cleveland, Ohio.
Oct. 21-23.—Maintenance of Way and Master Painters' Association, St. Louis, Me.

Transportation Associations, Clubs, Etc.

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

Belleville Railway Men's Educational Club. Meets each Tuesday, 7.30 p.m. F. A. Pingston, Belleville, Ont.
Canadian Car Service Bureau—W. J. Collins, 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, 305 Boyd Block, 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 Railway War Board—W. M. Neal, Montreal.

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—R. W. H. Smith, 9 Beaver Hall Square, Montreal.

Engineers' Club of Toronto—R. B. Wolsey, 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—James Morrison, Montreal.

Hydro-Electric Railway Association of Ontario—T. J. Hannigan, Guelph, Ont.

International Water Lines Passenger Association—M. R. Nelson, New York.

Niagara Frontier Summer Rate Committee—James Morrison, Montreal.

Quebec Transportation Club—A. F. Dion, Quebec.

Shipping Federation of Canada—Thos. Robb, Manager, 42 St. Sacramento Street, Montreal.

Toronto Transportation Club—W. A. Gray, 143 Yonge Street, Toronto.

Transportation Club of Vancouver—H. W. Schofield, 556 Church Street, Vancouver, B.C.

Toronto Harbor Improvements—Hon. F. B. Carvell, Minister of Public Works, inspected Toronto Harbor and Island, June 7. He was shown the damage being done to the Island's lake front, and the necessity for immediate action to prevent further washing away, and visited the ship channel turning basin; industrial sites on reclaimed land, and Roger Miller & Sons plant for breakwater construction and dredging at the west end. He was afterwards entertained at luncheon at the Royal Canadian Yacht Club, by the mayor, on the city's behalf.

The British Wrecking and Salvaging Co., Ltd., has been incorporated under the Dominion Companies Act, with \$2,000,000 authorized capital, and office at Montreal, to carry on a general wrecking and salvaging business and do marine work of all kinds and to own and operate steam and other vessels.

Positions Vacant

WANTED

Freight Traffic Bureau Manager for commercial organization, Vancouver, Canada. Must have knowledge of Canadian and American Freight Classification and be able to prepare cases for presentation to Railway Commission. Apply Secretary, Board of Trade, Vancouver, Canada. Applications must be in before July 20th, 1919.



Department of Railways and Canals, Canada.

WELLAND SHIP CANAL.

NOTICE TO STEAM TUG OWNERS.

SEALED TENDERS, addressed to the undersigned and endorsed "Tender for Tugs," will be received at this office until 12 o'clock noon on Monday, the 7th July, 1919, for two (2) tugs required for the Welland Ship Canal delivered at Port Dalhousie, Ont., and to be of the following dimensions:—

Length—not less than 75 ft., not more than 110 ft.

Beam—not less than 18 ft., not more than 22 ft.

Draught—not less than 9 ft., not more than 10½ ft. aft.

Boiler pressure—not less than 125 lbs.

Engines—fore and aft compound or triple expansion condensing.

Power—250 to 400 indicated H.P.

Steering gear (steam).

Hull—steel.

Tenderers to submit complete specifications and latest Inspection Report on the Boilers, etc., also to state where the tugs can be inspected.

An accepted bank cheque on a chartered bank of Canada for the sum of \$1,000 made payable to the order of the Minister of Railways and Canals, must accompany each tender, which sum will be forfeited if the party tendering declines entering into contract on the basis of his tender.

The cheques thus sent in will be returned to unsuccessful tenderers.

The cheque of the successful tenderer will be held as security, or part security, for the due fulfilment of the contract to be entered into.

The lowest or any tender not necessarily accepted.

By order
J. W. PUGSLEY,
Secretary.

Department of Railways and Canals,
Ottawa, June 23 1919.



Department of Railways and Canals, Canada.

WELLAND SHIP CANAL.

NEW AND SECOND-HAND MACHINERY.

SEALED TENDERS, addressed to the undersigned and endorsed "Tender for Machinery," will be received at this office until 12 o'clock noon, on Thursday, the 3rd July, 1919, for the following new or second-hand machinery:—

1 only 27-inch by 18-ft. Heavy Duty Lathe.

1 only 68-inch 200-ton Hydraulic Wheel Press.

1 only 18-inch Slotting Machine.

1 only Gap Lathe to swing 48 inches in gap, to take 20 feet between centres; quick change gears; double back geared, and taper attachments.

1 only Extension Bed Lathe to swing 84 inches and take not less than 11 feet 6 inches between centres. Must be a screw cutting lathe.

Tenderers to submit full specifications and details of the machinery quoted on, and in case of second-hand machinery, to state where the same could be inspected.

By order
J. W. PUGSLEY,
Secretary.

Department of Railways and Canals,
Ottawa, June 23 1919.

Allied Vessel Losses During the War—A statement in the British House of Commons shows that the losses of allied nations, in vessels, through enemy action, were as follows: Great Britain, 2,179 vessels, 7,638,020 gross tons; France, 238 vessels, 696,845 gross tons; Italy, 230 vessels, 742,365 gross tons; Japan, 29 vessels, 120,176 gross tons; United States, 80 vessels, 341,512 gross tons.