

Turning Vessels in the River at Fort William.

In pursuance of a resolution passed at the Dominion Marine Association's annual meeting recently, a committee had an interview with the Deputy Minister of Marine at Ottawa on Mar. 7 and as a result an order in council was passed Mar. 14, cancelling sec 15 of the special regulations for the Fort William, Ont., harbor, and substituting the following section therefor:—

"Steam vessels not exceeding 200 tons gross may turn in any part of the Kaministikwia River, McKellar channel or Mission channel, under their own power, excepting in the immediate vicinity of any bridge crossing those rivers or channels. Steam vessels exceeding 200 tons gross are prohibited from turning in the local harbor, excepting at the turning basins constructed for that purpose at West Fort, above the G.T.P. Ry. bridge, at the confluence of the Kaministikwia River with Mission channel, at the confluence of the Kaministikwia River with McKellar channel and at the G.T.P.R. turning basin near the mouth of Mission channel; provided that steam vessels exceeding 200 tons gross, but not exceeding 330 ft. long may turn in the section of the Kaministikwia River lying between the bend above the C.P.R. elevator D and the westerly limit of the G.T.P.R. rail dock and in the section of the river lying between C.P.R. slip 1 and elevator C, but the turning of such vessels in those sections of the river shall not take place without the use of a tug, unless sanctioned by the harbor master."

Naval Patrol Boats and Mine Sweepers. Mr. Sinclair asked the following questions in the House of Commons on April 10:— How many naval patrol boats and mine sweepers of all classes were ordered on Government account in 1916 and 1917? How many have been delivered to date? What is the speed of these boats? If various, specify? Are they constructed of wood or steel? What service are they intended for? What has been the total expenditure to date? How many officers and men are employed in this branch of the service? The Minister of Marine stated in reply, that as the information asked was of a confidential nature, it was not considered advisable in the public interests to publish it.

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.

The Northern Electric Co., Montreal. has been appointed exclusive agent for Canada and Newfoundland, for the Drew Electric & Manufacturing Co., Indianapolis, Indiana, manufacturers of electric light, power and gas materials.

Independent Pneumatic Tool Co.—F. J. Hurley, who travelled for the company's New York office for several years, died at East Orange, N.J., Mar. 10, aged 29, from Hodgkins disease, from which he had suffered for some time.

Canada Foundries & Forgings, Ltd., Welland, Ont., has issued an illustrated booklet, "Craft of the Hammersmith," dealing with the art of forging, and with heat treatment, and referring among other things to heavy marine and locomotive parts.

Berry Bros., Inc.—M. F. Enrich, who was with the Glidden Co. for 28 years, having risen from the bottom to the position of assistant to Mr. Glidden, has been appointed Assistant General Manager for Berry Bros., varnish manufacturers, Detroit, Mich., and Walkerville, Ont.

The Canuck Supply Co.'s manufacturing subsidiary, the Spartan Machine Company, Ltd., Montreal, is making a considerable addition to its existing plant, in order to manufacture railway and mechanical devices and supplies. J. Bruce Robb, who served with the P.P.C.L. Infantry, and was invalided home to Canada early in the war, has been able to take up work again with the Canuck Supply Co. and is taking over the territory formerly attended to by E. L. Foley, who volunteered some three months ago and is now on military service.

Consolidated Equipment Co., Ltd., was incorporated recently under the Dominion Companies Act, with an authorized capital of \$25,000, and office at Montreal. The officers are: Herbert Ewan, President; J. W. Coleman, Vice President and Treasurer; and H. B. Duke, Secretary. The company announces that it represents the following, among others:—Murphy Lines, including Imperial Appliance Co. and Standard Railway Equipment Co.; Nathan Mfg. Co., lubricators and injectors; Brown & Co., stay and engine bolt irons; R. W. Young Mfg. Co., electric turntable tractors; Standard Paint & Varnish Co.,

Windsor, Ont.; Spencer Otis Co., Chicago; Bako Macoo Co., union renewable fuses; Howe locomotive bell ringer.

T. McAvity & Sons, Ltd., St. John, N. B., have issued an illustrated catalogue of McAvity marine specialties, to pass British Admiralty, Lloyd's, and Imperial Munitions Board's specifications, including valves, cocks, water columns, water gauges, side or port lights, ventilating posts, steam whistles, gauges, plugs, brass and copper pipes and tubes, gongs, signal and binnacle bells, bell pulls, crank, chain and leaders, ships' pumps, deck pumps, deck plates, ships' rudder braces, dumb braces, dovetails, brass and lead figures, letters and water marks, sounding leads, steering wheel caps, diamonds and stars, bushings, marine hardware, cordage, galvanized wire rope, chains, bolt, scupper and sheathing nails, ship and boat spikes, steel and brass wooden screws, tackle blocks, shipbuilders tools, mallets, caulking irons, augers, pulley blocks, jack screws, etc.

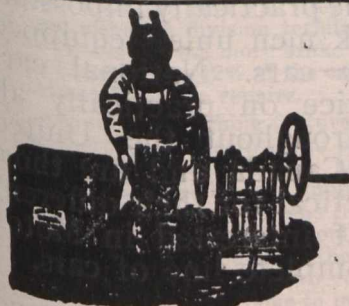
Transportation Associations, Clubs, Etc.

- The names of persons given below are those of the secretaries unless otherwise stated:
- 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, 805 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.
 - Dominion Marine Association—F. King, Counsel, Kingston, Ont.
 - Canadian Ticket Agents' Association—E. de la Hooke, London, Ont.
 - Canadian Society of Civil Engineers—F. S. Keitn, 176 Mansfield St., Montreal.
 - 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.
 - 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.
 - Railway Association for National Defence—W. M. Neal, Montreal.
 - Shipping Federation of Canada—Thos. Robb, Manager, 42 St. Sacramento Street, Montreal.
 - Ship Masters' Association of Canada—Capt. E. Wells, 45 St. John Street, Halifax, N.S.
 - Toronto Transportation Club—W. A. Gray, 143 Yonge Street, Toronto.
 - Transportation Club of Vancouver—H. W. Schofield, 553 Church Street, Vancouver, B.C.

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