

**A Banker on Transportation.**

B. E. Walker, General Manager of the Bank of Commerce, speaking at the annual meeting, June 18, said:—Although Canada resembles the U.S. in some things, we are not near the end of our expenditure on railways, canals and other public improvements. We have but commenced. We do not wish to refer too persistently to the subject of transportation, but we have not yet succeeded in solving many of the problems which have been prominently before us for the past few years. We still require better elevator and shipping facilities at Montreal, and conditions more satisfactory to the marine insurance companies in the Gulf of St. Lawrence. For our Pacific trade we require not mints or assay offices, but transportation facilities which will make Vancouver or Victoria a more desirable port than Seattle as the southern terminus of the great coastwise trade with Alaska and the Yukon district. In both trans-Atlantic and trans-Pacific trade, if we are to obtain the share to which we are entitled by our products and our geographical position, we must bestir ourselves. The problem as a whole does not become easier, and whether it be the building of railways and canals, or of shipping for our inland lakes and rivers, or to cross the great oceans which wash our shore-lines, no subject is likely to command the attention of legislators in Canada to so great an extent for years to come as transportation.

**Public Works and the Health Act.**—The Governor-General-in-Council has issued regulations for the preservation of health and the mitigation of disease among persons employed in the construction of public works. An inspector and medical officers are to be employed to have supervision of the construction camps of railways, canals and other public works, and penalties are to be imposed for breaches of the regulations that may be made as to sanitary requirements, etc. By an order in council dated May 30, the Ontario Government has provided a series of regulations governing the erection of railway construction camps, etc., in unorganized territories. Provision is made for the inspection of the camps every month by a medical officer, who shall give professional attendance and medicine to the employes, from whose wages not less than 50c. or more than \$1 a month may be deducted to pay for the same.

**Recent Canadian Patents.**

Among the patents recently granted at Ottawa have been the following taken out by Canadians:—

Rail brace, no. 70,767. T. C. Burpee, Moncton, N.B.

Switch, no. 70,787. J. A. Tancock and T. C. Cochrill, London, Ont.

Car brake, no. 70,914. J. H. Gagnier, Montreal.

Railway frog, no. 70,933. E. Poulin, Jr., St. Germain de Grantham, Que.

Reversing valve for engine, no. 70,976. J. W. McQuay, Imstioque, Que.

Dredge, no. 71,079. L. A. Desy, Montreal.

Jack for railway trucks, no. 71,143. P. J. M. Waslyng, Cross Lake, Man.

**Addresses for Subscribers' Papers.**

A considerable portion of our subscribers have the paper addressed to their houses, instead of to their offices, so as to ensure its reaching them. In most transportation offices the volume of mail received is very large and among it are numbers of papers which are seldom opened, so that clerks sometimes get careless in handling the newspaper mail and papers which are wanted go by the board occasionally with the rest.

We shall be pleased to change office addresses to private ones for any subscribers who desire us to do so and will notify us to that effect.

A return has been compiled showing the remarkable growth of railways in Great Britain from 1872 to 1899. In 1872, 15,814 miles of railways were in operation, while in 1899 the mileage had increased to 21,700. The gross receipts derived from all the railways in 1899 exceed those of 1872 by over \$242,157,675. On the other hand, working expenses increased \$169,065,235. The 3rd class passenger traffic is the principal source of revenue, the number of 1st & 2nd class passengers for the year 1899 showing a decrease of 3,469,856 & 3,972,491, respectively in comparison with the returns for 1872. The average dividend earned in 1872 was 4.74%, & it decreased to 3.61% in 1899.

Pearl—"Did you ever meet such a jealous woman as the captain's wife?" Ruby—"Never. Why she is actually jealous when he hugs the shore."

**A Western Railway Association.**

In May, 1900, a meeting of C.P.R. carmen was held at Winnipeg, at which it was decided to organize an association, to be known as The Association of Railway Men of the C.P.R. Lines West. The following were elected as officers for the year: Honorary President, W. Apps, master car builder, Montreal; President, W. Picken, general car foreman, Winnipeg; Vice-President, A. N. Olsen, car foreman, North Portal; Sec.-Treas., F. M. Wilkes, Winnipeg; Executive Committee, W. C. Hodgson, car foreman, Winnipeg; D. Law, car foreman, Vancouver; G. McGougan, car foreman, Winnipeg; A. N. Olsen, car foreman, North Portal.

The object of the Association, as stated in the constitution, is the advancement and dissemination, by conference and discussion, of knowledge concerning the construction, operation and maintenance of railway equipment, particularly in regard to car work and to encourage social relations amongst its members.

It was the intention to form branches of the Association wherever possible, and that papers read at any of the meetings should be passed around in such a way that all the men would get the benefit of them. This part of the work has not been as successful as was expected, but branches have been formed at Winnipeg and North Portal, which have done good work during the past winter. The attendance has been as large as could be expected, and the interest taken in the different discussions has been very marked. Papers were read on "Lubrication of Journals and Cause of Hot Boxes," "Car Heating," "Car Cleaning," "Draft Gear," etc., etc. In Dec. last year the Winnipeg branch attended a lecture on the airbrake, in a car which was at Winnipeg. The lecture was illustrated by views thrown upon the canvas. There is no doubt that these discussions will be a great help to the men and a benefit to the Co., and it is hoped before the winter months set in to have several such branches formed at other points on the system. The annual meeting which is now being arranged for, to be held in Winnipeg, will no doubt be an object lesson that will awaken interest with those that attend, which will make it easier to establish branches later on.

The officers of the Winnipeg branch are: Chairman, W. C. Hodgson; Secretary, S. Calderbank. A. N. Olsen is Chairman of the branch at North Portal, Assa.

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