

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 to distinctly 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 B. Greening Wire Co., Hamilton, Ont., has issued an illustrated catalogue of wire rope and fittings giving most complete information about the various lines they manufacture.

The American Vanadium Co., Pittsburgh, Pa., has issued "Vanadium Steels," an 80 page booklet, giving complete and up to date illustrated information on experience with vanadium steel, the various types, compositions, heat treatments and tables of tests, all of which is of considerable value to engineers and others interested in steel and iron products.

The Dominion Bridge Co., Ltd., has been incorporated under the Dominion Companies Act, with a capital of \$10,000,000 and offices at Lachine, Que., to carry on a bridge building business, and in connection therewith to build railway sidings and tramways, to own rolling stock, to own and operate steam tugs, barges, etc., and to carry on various incidental businesses.

The output of Titanium steel for 1911, according to statistics compiled by the American Iron and Steel Association, was 402,808 gross tons, comprising 252,540 tons of Titanium open hearth and crucible steel and 150,546 tons of Titanium Bessemer steel. This was a considerable increase over the output of 1910, and shows a remarkable gain for Titanium steel; in as much of the production of steel castings decreased 31.2 per cent. from the output of the previous year.

The Canadian Fairbanks-Morse Co., Ltd., has been granted supplementary letters patent increasing its capital stock to \$3,100,000, and has arranged for the issue of \$1,000,000 preferred stock, of which \$400,000 will go into plant enlargement. It has been decided to increase the manufacturing facilities at Toronto by the erection of a shop 350 ft. by 100 ft., to be used partly as a forge for making tractor trucks, and the remainder of the shop for mounting the engines on them.

The Canadian Fairbanks-Morse Co., Ltd., has secured the Canadian agency for the Orenstein-Arthur Koppel Co. of New York, consulting engineers and manufacturers of portable railways, industrial railways, narrow gauge sidings, narrow gauge public railways, and railway equipment of all descriptions, their works being located at Koppel, Pa. Their catalogue 400, which covers their lines very comprehensively, can be obtained from the Canadian Fairbanks-Morse Co., Ltd., Montreal.

M. Beatty & Sons, Ltd., manufacturers of dredges, ditchers, derricks, steam shovels, etc., Welland, Ont., have recently undergone a change of management, owing to the desire of the senior members of the Beatty family to take a less active part than heretofore. The Browning Engineering Co., of Cleveland, Ohio, has acquired control, and it is said that the plant will be considerably enlarged. R. A. Greene, heretofore Chief Engineer, Browning Engineering Co., has been appointed General Manager. A. O. Beatty, heretofore Engineer and Manager, will act in an advisory capacity as Consulting Engineer. F. H. Owen, heretofore Secretary-Treasurer, has been appointed Treasurer. G. Day, heretofore Assistant Sales Manager, Browning Engineering Co., has been appointed Secretary and Sales Manager. R. M. Beatty continues

as Superintendent of Works, and E. R. Beatty continues as Purchasing Agent.

C. H. Besly and Co., Chicago, Ill., have placed on the market a combination disc grinder and drum sander for wood pattern making. The disc wheel is of steel, 30 ins. diam., and runs at 750 r.p.m., and the working table may be tilted and locked at any angle from 75 to 135 degrees. It has also a vertical adjustment of 25 ins. The equipment includes four work table attachments, the sizing circle gauge for cylindrical and conical grinding, the sliding bevel gauge for simple and compound angle grinding, the sizing bevel gauge for simple and compound angle grinding to dimensions, and the angle plate for freehand cornering of thin work. The drum sanding arrangement has a work table 24 by 28 ins., which may be tilted and locked to any angle from 85 to 105 degrees from the axis of the sand drum. It runs at 2250 r.p.m., and has a perpendicular reciprocating motion while running. The machine is driven by a 3 h.p. motor, through sprockets and link belt attachment is chain, and the sanding attachment is driven by a self oiling friction clutch, which enables the operator to stop the sander regardless of the disc wheel. The machine is made with 30 or 40 in. diam. disc wheels, either belt or motor driven, and occupies a floor space of 54 by 84 ins.

British Columbia's Public Works Department is spending \$8,500,000 for roads, bridges and other improvements. Some of the new roads are located 1,200 to 1,500 miles north of Vancouver. J. E. Griffith, known in the west as the man who walked from Winnipeg to Vancouver while making C.P.R. location surveys, in the 80's, is chief engineer.

P. R. Gransaul, in writing us from St. Joseph, Trinidad, B.W.I., remitting renewal of subscription, says:—"I cannot close my letter without telling you of my appreciation of the Canadian Railway and Marine World. I look forward to getting it every month, and to me it is almost like receiving a personal letter."



TENDERS

TENDERS, addressed to the undersigned at Ottawa, and endorsed on the envelope, "Tender for Customs Steamer," will be received up to noon of the

Second Day of September, 1912.

for the construction of a Twin-screw Steel Steamer for Customs Service on the Atlantic Coast, to be delivered at the port of Quebec, of the following leading dimensions, namely: Length, between perpendiculars, 185 feet; breadth, 32 feet; draught, 10 feet 6 inches, and speed, 15 knots per hour.

Plans and specifications of this steamer can be seen at the Department of Customs, Ottawa, and at the offices of the Collectors of Customs, Toronto, Collingwood, Montreal, Quebec, St. John, N.B., and Halifax, N.S.

Plans and specifications can be procured upon application to the Commissioner, Department of Customs, Ottawa.

Each tender must be accompanied by an accepted bank cheque in favor of the Commissioner of Customs, equal to ten per cent. of the whole amount of the tender, which cheque will be forfeited if the successful tenderer declines to enter into a contract with the Department, or fails to complete the steamer.

Cheques accompanying unsuccessful tenders will be returned.

The Department does not bind itself to accept the lowest or any tender.

Newspapers copying this advertisement without authority from the Department will not be paid.

JOHN MCDUGALD,
Commissioner of Customs.

Department of Customs,
Ottawa, 19 July, 1912.



Department of Railways and Canals, Canada

HUDSON BAY RAILWAY.

NOTICE TO CONTRACTORS.

Sealed Tenders, addressed to the undersigned and endorsed "Tender for construction of The Hudson Bay Railway," will be received at this office until 16 o'clock, Thursday the 12th of September, 1912, for the section from Split Lake Junction to the Hudson Bay terminus.

Plans and profiles showing the character and extent of the work to be done, the specifications and form of contract to be entered into and other information can be seen on and after Thursday the 15th of August at the office of the Chief Engineer of the Department of Railways and Canals, Ottawa, and at the office of the Chief Engineer of the Hudson Bay Railway, Winnipeg, at which places forms of tender may be obtained.

Separate tenders will be required covering the work enumerated in the schedule on the section from Split Lake Junction to Port Nelson, a distance of approximately 165 miles and on the section from Split Lake Junction to Port Churchill, a distance of approximately 245 miles.

The successful tenderer will be required to sign a contract covering the work from Split Lake Junction to the terminus selected and which will be announced by the Hon. Minister of Railways and Canals on his return from Hudson Bay.

Parties tendering will be required to accept the fair wages schedule prepared or to be prepared by the Department of Labor, which schedule will form part of the contract.

Contractors are requested to bear in mind that tenders will not be considered, unless made strictly in accordance with the printed forms, and in the case of firms, unless there are attached the actual signature, the nature of the occupation, and place of residence of each member of the firm.

An accepted bank cheque for the sum of \$150,000.00, 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 for the work, at the rates stated in the offer submitted.

The cheque thus sent in will be returned to the respective contractors whose tenders are not accepted.

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,

L. K. JONES,

Asst. Deputy Minister and Secretary.

Department of Railways and Canals,
Ottawa, August 14, 1912.

Newspapers inserting this advertisement without authority from the Department will not be paid for it.—E71.24.

Canadian Pacific Railway Company.

Issue of \$18,000,000 Ordinary Capital Stock.

SPECIAL INTEREST PAYMENT.

As intimated in the President's circular to the Shareholders, dated January 3rd, 1912, an interest payment at 7% or \$3.18 per share, will be paid on October 15th next, on the first four instalments (\$120) from the due date of each instalment to September 30th, 1912, on the shares of the above new issue represented by the certificates of subscription, to holders of record at close of business, August 16th next, who have paid these instalments on or before their respective due dates. Notice is hereby given that this interest payment will be mailed from New York to the registered addresses of holders, or their duly appointed attorneys, on October 14th, 1912. For the purpose of this payment the certificate of subscription books will close August 16th at 3 p.m., and reopen September 16th, 1912.

W. R. BAKER.

Secretary.