

nished that such fires were not caused by the railways.

(i) Each railway company is required to submit a report to the Board with respect to every fire which burns over more than 100 square feet outside the right of way in what is classified as a forest section. These reports are checked and supplemented by reports from officers of the Fire Inspection Department.

The fire protection work of the railway companies is supervised by the field staff of the Fire Inspection Department of the Board. This staff is not a special set of men employed by the Board, but is made up of employees of the various forestry and fire-protective organizations of the Dominion and provincial governments, each such organization working within its own territory, and each such employee being appointed an officer of the Board under a co-operative arrangement established immediately following the issuance of the Board's fire regulations in 1912. This plan has for the most part worked out admirably during the six and one-half seasons it has been in effect. The railway companies have, with few exceptions, co-operated efficiently, and the fire loss, due to railway causes, has decreased to such an extent at that railways now give promise of becoming minor instead of major agencies in causing loss by forest fires. In many cases, the railways have been effective in checking fires which came in from a distance, and for the origin of which they were in no wise responsible.

Canadian Government Railways

The Canadian Government Railways total some 4,565 miles, or nearly 12 per cent. of the total for Canada. Lines included in this system are the Intercolonial, National Transcontinental, New Brunswick, and Prince Edward Island, International of New Brunswick, Prince Edward Island, St. John Valley, Quebec and Saguenay, Elgin and Havelock, Moncton and Buctouche, St. Martins, York and Carleton,

and Salisbury and Albert. The acquisition of the last named line is effective July 1, and of the four preceding, June 1. Negotiations are still under way for the purchase of the Kent Northern and Caraqueet and Gulf Shore, under recent legislation.

The Hudson Bay Railway, extending northeasterly from Pas, Manitoba, is still in the construction stage and is being operated by the contractors.

The question of fire protection along Government Railways has been a live issue for many years. In former years there was much criticism, and the matter has been subject of repeated representations by the Conservation Commission, Forestry Association, provincial governments, timber owners, and forest protective associations. The Department of Railways and Canals, which has the administration of these lines, has repeatedly pledged itself to the adoption of the same standards relative to fire protection as are in effect on lines under the jurisdiction of the Railway Commission.

Great improvement has unquestionably taken place during recent years. However, there seems only too good reasons, for the opinion that this work has not yet uniformly reached the standard set by the Board's regulations for lines under its jurisdiction. It is believed that so far as this deficiency exists, it is due rather to lack of special organization involving specialized overhead supervision and inspection, rather than to any lack of intent on the part of officials to maintain a uniformly high standard in the work of fire prevention and control. The usefulness of local specialized inspection in bringing about improved conditions with reference to fire prevention and control along Dominion chartered railways has been conclusively demonstrated through the Fire Inspection Department of the Railway Commission. This is quite natural, since railway employees, especially when there is a shortage of labor, may be expected to pay most attention to