

Supervision of Officials and Employees on C.P.R. Western Lines.

An apparently supplied, or at least inspired, article has been published in some western papers, which mentions the large number of officials and employees on the lines west of Port Arthur, Ont., with some details of the organization, and then says:—

"With a view to bringing the management in as personal touch as possible with all the men employed on this vast transportation system, a new arrangement has been inaugurated by those conducting the company's business. Under this system, the officers will be required to make a report twice a year, in June and December, on the service of every officer and employee under his immediate jurisdiction. Under this report an account will be given of an employee's disposition, attention to business, loyalty, zeal and particularly of the tactful and courteous manner with which he deals with the patrons of the company. Realizing that fairness and courtesy are one of the greatest assets in the success of any company, greater stress will be laid on the degree in which that qualification is possessed. It has been made a rule, however, that should an officer find it necessary to make any adverse comment on the services or qualifications of an employee that employee must be called in, shown the report, and instructed to initial it with any comment he may wish to make. This report will go ultimately to the Vice President. Unfortunately, human nature is not perfect and this means is being adopted to prevent any possibility of a man being 'knocked' without his knowledge; in addition to these reports, a gentleman who is a good judge of human nature, of kindly disposition, whose name has not been divulged to the staff, has been selected who will travel over the road as a passenger, and in that capacity, or as a shipper, or consignee, will come into continual contact with the various employees, and his instructions are to look for the good points in employees and to draw attention to and send in the names of any of the staff whose courtesy, zeal, loyalty, ambition, and knowledge marks them out as above the ordinary, and likely material for advancement."

A Canadian Pacific and Canadian Northern Joint Section in Alberta.

The Alberta Central Ry., a C.P.R. subsidiary, and the Canadian Northern Western Ry., a C.N.R. subsidiary, both of which are building lines west of the Red Deer River to Rocky Mountain House and the Brazeau River coal fields, have agreed that a certain portion of the line is to be jointly owned, and the Dominion Parliament is being asked to confirm this agreement, which is dated June 15, 1913. The lands on which the joint section is to be built extend from the s. e. ¼ of Sec. 22, tp. 29, range 7, west of 6th meridian, to the west limit of sections 18 and 19 in the same tp. and range, and these lands, together with the lines, buildings, etc., to be laid out thereon, are to be known as the joint premises. The C. N. W. Ry. is given joint user of the entire joint premises, with the exception of a spur track to the banks of the North Saskatchewan River; but all maintenance and repairs are to be done by the A. C. Ry. The cost of all works, including a bridge across the North Saskatchewan River, is to be carried to capital account, and the C. N. W. Ry. is to pay interest on 50% of the same at 4½%, and the C. N. W. Ry. will also pay such a proportion of the total of maintenance as is represented by its proportion of the total traffic. The

C. N. W. Ry. proposes to extend its line from the westerly end of the joint premises to the westerly limit of range 19 west of the 5th meridian, and it is understood that this extension, or any portion, may be used by the A. C. Ry. on the same terms and conditions as the joint premises. The agreement provides for arbitration in case of differences as to terms.

Standard Rules on the Intercolonial Railway.

A. C. Barker, Inspector Stations, Trains and Train Dispatching, has issued the following circular:—

The operating rules now in effect on the I.R.C. will be superseded by Standard Code of General Train and Interlocking Rules, at 24 o'clock midnight, May 30. The new rule books are being distributed. Employees concerned not receiving a copy should apply to superior officer for same. The following employees must pass written examination in the new rules before date mentioned above, under supervision of instructor or superior officer:—Conductors, engineers, train dispatchers, brakemen, train baggage men, firemen, yardmasters, yard foremen, switch tenders, agents, operators, section foremen, bridge foremen and signal men. Instructors will hold classes at different points on each district, which employees are requested to attend, and obtain explanation of rules not thoroughly understood.

The following instructors in the rules have been appointed:—District 1—A. Dion, T. T. Marchessault, W. H. Toohy. District 2—J. Davidson, E. Smith, N. Sinclair. District 3—B. S. Ward, B. Ripley, W. B. Johnson. District 4—J. J. MacLeod, R. A. McDonald, A. S. Prowse.

I. R. C.—C. P. R. Traffic Agreement.—The acting Minister of Railways informed the House of Commons, Mar. 11, that under the agreement between the Department of Railways and the C.P.R., covering the transportation of freight and passengers between Halifax and St. John, in connection with the C.P.R. and Allan Line steamships carrying the British mails, special freight trains consist of 500 tons contents east bound, and 400 tons contents west bound; special passenger trains are limited to 12 cars all told, including vans, their size being varied according to weather conditions.

Mail Transportation by Railways.—The Postmaster General has informed Canadian Railway and Marine World that, under the new arrangement with the railways, which has been made effective from Feb. 1, payment is to be made by the car mile, as follows:—Full length postal car, 16c. a car mile; half car, 9c; baggage car service, 4c. The arrangement covers the transportation of mails of all classes, including parcels.

Water for Locomotive Purposes on the Trans Australian Ry. is to be obtained by conveying it in wooden pipes from Kalgoorlie for about 257 miles, service tanks being provided every 50 miles. In addition an underground supply has been located by a bore at 344 miles from Kalgoorlie, and from that point water will be pumped to tanks at other points along the line.

Dominion Railway Subsidy Agreements.—The Dominion Government has entered into agreements under the act granting aid for construction as follows:—Burrard Inlet Tunnel and Bridge Co., Feb. 16, for the construction of a bridge over the second narrows of Burrard Inlet; Kettle Valley Ry., Feb. 18, for the construction of a line from between Merritt and Penticton Wharf, to Midway, 135 miles.

Dominion Government Interior Terminal Elevators.

In the House of Commons recently, the Minister of Trade and Commerce gave the following information as to Government elevators, completed, under construction and under consideration. Applications have been received for the establishment of elevators from Calgary, Lethbridge, Edmonton, Alta.; Prince Albert, Broadview, North Battleford, Melville, Wolseley, Sask.; and Portage la Prairie, Man. It has been decided to build elevators at Moose Jaw and Saskatoon, Sask., and Calgary, Alta., and the requisite sites have been obtained for each place. At Moose Jaw and Saskatoon, the site was acquired from the municipality for the nominal price of \$1 in each case, and for Calgary the site was transferred from the Department of Militia. The elevators at Moose Jaw and Saskatoon are under construction, but no others have been placed under contract. The Moose Jaw elevator is being built by the Barnett-McQueen Co., and will have a working house capacity of 500,000 bush., with storage capacity of 3,000,000 bush. The Saskatoon elevator under construction by the same firm is of the same capacity, and the estimated totals of the contracts is \$2,005,620.

In reply to questions regarding the operating of these and other elevators to be built, and the charges to be made in connection therewith, it was stated that when they are more nearly approaching completion, and when the time comes for transactions with reference to them, all these matters will be taken up by the Board of Grain Commissioners.

Regarding the Government elevator at Fort William, Ont., is reported that the receipts of grain between Oct. 16, 1913, the date on which it was opened for business, and Jan. 31, 1914, were 6,950,206 bush., and the shipments 5,278,145 bush. The gross earnings were \$61,394.56, and the operating expenses \$33,517.73. It has a capacity of 3,250,000 bush., and cost \$1,372,000.23.

Dominion Government Railway to Hudson Bay.

An Order-in-Council was passed, Mar. 2, vesting in the Department of Railways and Canals certain lands for trackage and ballast pits in connection with the railway under construction from Pas to Port Nelson, Man. The lands, 235.70 acres in extent, are situated in tp. 25, range 26 west of the 1st meridian. (Mar., pg. 119.)

Trade with Portugal.—Frederic Nicholls, Consul for Portugal, Toronto, has received the following letter from the Lisbon Commercial Association:—"Being desirous of enlarging our commercial business, especially the foreign one, the directors of the association have approved of the installation of a room for catalogues of the most important commercial houses in the world, in order to have our business men acquainted with prices of all articles in the world's market, and for the above reason we ask you to be kind enough to invite, by the most practical means, the commercial houses of your district that export their products to present their catalogues to the association." Catalogues should be addressed to "Associacao Commercial de Lisboa, Lisbon, Portugal."

During January, 9 employees were killed and 4 were injured in the course of their work on railway construction in the Dominion, and 16 were killed and 89 were injured in general steam railway service.