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SENATE REFUSES TO AMEND RAILWAY BILL.

Yearly Appointment of Directors.

A proposal in the Senate to have the Board of the Canadian National Railways reduced in size and made responsible to Parliament, rather than to the Government was defeated last week.

The amendment offered by Senator Bostock, leader of the Opposition, called for the appointment of a chief and two assistant directors for the administration of the railway. The three were to be appointed by the Government for seven years, but they could be removed only for cause, and the removal had to be confirmed by Parliament. Senator Bostock said that the purpose of the motion was to bring the board more closely under Parliament, to give its operations more publicity, and to further remove it from the influence of the Government. Under the present bill, the Government could, without giving reasons, drop any director whose actions did not please them.

Sir James Lougheed said that if Government ownership was to succeed it had to have a fair show. There must be business administration. The road must be run by a board of directors, as other successful railroads were, rather than by the commission of three, which was really the proposal of the amendment. Under the bill, directors were appointed for a year. If they were satisfactory, they could expect renewal of their term; if not, they could be dropped. That was the practice of railway organizations everywhere.

Senator Fowler noted that the bill authorized the appointment of fifteen directors. He thought nine would be enough.

Senator Dandurand said the board would be all right if it had the regular powers that other railway boards had. But this board had to report and have its acts confirmed by the Government that appointed it. Therefore, the Government was really the board. Nine men would be ample for an administrative board, such as this.

Senator Choquette believed that fifteen directors was a proper number for the Canadian National Railways, but, in order that all parts of the country might be represented, he suggested that six of the directors should be named by

the Dominion Government and the remaining nine by the nine provinces of Canada.

Senator Fowler said that the Dominion Parliament was as representative of the country as were the provincial governments. He adhered to his belief that nine directors would be enough.

After some further discussion the amendment was declared lost.

Senator Watson said that the success of the road would depend upon the co-operation of the management and the employees. He offered an amendment providing for the naming of two directors by the employees.

The amendment was declared lost.

ELECTRIC SUPER-SUBMARINES.

Designs for a new type of super-submarine have been elaborated by Captain Norman Wood, R.A.F., who recently read two papers on the subject before the Institute of Marine Engineers in London. Previous to his connection with the Royal Air Force Captain Wood was engaged on submarine work and had practical experience of the deficiencies which exist in the design of even the latest vessels. On the surface submarines are driven by Diesel oil engines; under water they are driven by electricity from storage batteries which must be charged when the vessel is on the surface. These conditions are usually met by arranging the following chain: (1) Diesel engine, (2) clutch, (3) electric motor, (4) clutch, (5) propeller shaft. It is not difficult to see that this equipment involves a complex series of operations at critical times as, for instance, when the vessel is caught by an enemy searchlight when the batteries are being charged. Captain Wood proposes to simplify the transition from engine drive to motor drive (or vice versa) by adopting an all-electric drive, using, in a 1,200 ton boat, two oil engines to drive electric generators supplying current to electric motors fixed on propeller shafts. He anticipates a big development of submersible ships, both naval and mercantile, on the ground that the growth of air power will render submersion the only means of escape from aerial attack. From this standpoint sea power will include air power and submarine power as well as strength in ships of the old type.

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