

I believe myself that this is absolutely necessary, and that we can do a great deal in that way.

I have not given to the House particular figures with regard to particular lines that are being followed; it is, perhaps, not best that I should. With reference to the lakes, honorable members will have observed last night that orders have been issued by the Washington authorities to several of the great railway lines to give preference to coal carriage from the mines up to the ports on the lakes so as to provide for the supplies which are necessary to go to those lakes during the open navigation season in order to provide for winter necessities.

I have endeavored to give, as briefly as possible, an idea of the general situation.

CO-OPERATIVE RAILWAY MANAGEMENT

Co-operative management of all the railways of Canada, not only during the war but for all time to come, is the goal which the government has in view, according to an announcement last week in the House of Commons by the prime minister. Sir Robert said, in moving the third reading of the C.N.R. bill, that the question before the House was whether the Canadian Northern Railway would be taken over by the Canadian Pacific or acquired by the government.

The C.P.R., he said, claimed that by acquiring the Canadian Northern it could save \$100,000,000 that otherwise will have to be expended in unnecessary construction work. This admission, said Sir Robert, was the key to the whole difficulty of the Canadian railway situation. It meant that the country is burdened with unnecessary duplication in railway construction and railway service. The roads must come under some co-operative management and for that purpose the railway companies must without delay get into conference with the government. With proper co-operative management, \$100,000 a year would be saved in operating expenses and hundreds of millions of dollars will be saved in unnecessary construction.

He pointed out that what had been done in England could be done in Canada. The acquiring of the Canadian Northern would be the first step in a broad program of public ownership. That road, he declared, should not be absorbed by the Canadian Pacific, but at the same time it should be operated by the government in such a way as to prevent unnecessary duplication of service or construction.

OTTAWA BRANCH, CAN. SOC. C.E.

J. B. Challies, secretary of the Ottawa Branch of the Canadian Society of Civil Engineers, announces a special meeting of the branch to be held at 8.30 o'clock Friday evening, September 7th, in Machinery Building, Lansdowne Park, to inspect the exhibit of lighthouse and fog alarm apparatus arranged by the Marine Department. Lieut.-Col. W. P. Anderson, C.M.G., will give a short address on the optical and acoustic principles, and the apparatus will be further explained by F. P. Jennings, A.M.Can.Soc.C.E. Through the courtesy of the management of the Central Canada Exhibition, entrance to the grounds will be free and a limited seating accommodation will be provided for ladies. Friends of members will be welcome.

ENGINEERS MEET AT MOOSE JAW

By Jos. N. deStein, C.E.

Secretary-Treasurer, Saskatchewan Branch, Can.Soc.C.E.

Since the Regina Branch of the Canadian Society of Civil Engineers changed its name to "Saskatchewan Branch" a few months ago, the by-laws have contained a clause whereby an annual summer meeting is to be held in one of the cities of the province, other than the city of Regina, which is the branch headquarters.

As soon as the official notice was received that Fraser S. Keith would be in our vicinity about the middle of August, plans were made whereby the first annual summer meeting of the branch (in Moose Jaw) would be made to coincide with the visit of our secretary, and August 18th was decided upon.

On Friday, the 17th, Mr. Keith arrived at Regina and was met at the depot by the officers of the Saskatchewan Branch. After spending a few hours in the capital city of our province, Mr. Keith left for Moose Jaw, to which place a considerable number of the Regina members of the branch sojourned on Saturday morning. An extensive program had been arranged and it certainly kept everybody busy to live up to it.

Upon arrival, the extensive yards of the Canadian Pacific Railway were visited. They contain about 65 miles of tracks, and even this large space is insufficient during the grain rush. After a joint luncheon, the members and visitors were conveyed in a number of automobiles to the packing plant of Gordon, Ironsides and Fares, where the modern refrigerating machinery and the huge quantity of frozen meats ready for shipment to France, proved very interesting. The plant of the Moose Jaw Brewing Co. was visited, and the Military Hospital (under construction) was inspected. An inspection of the sewage disposal works brought the afternoon program to a conclusion.

While most of the members were entertained by a special alarm of the Moose Jaw fire department and a turnout of the motor brigade, several committees of the branch met in the City Hall. At the executive committee meeting, Fraser S. Keith was present and a number of matters pertaining to the co-operation of the branches with the parent society were discussed. It was felt especially that branches could render a considerable service with reference to classification of applicants from their respective districts.

The creation of a provincial library was decided upon, and a number of donations of engineering works promised.

Saskatoon was chosen for the next annual summer meeting, and it was suggested to try and arrange a meeting of all western branches to coincide with the proposed summer meeting and to ask the council of the parent society at Montreal for official representation at this occasion.

The nomination committee drew up a slate of officers to be submitted to the members of the branch for election before the next annual meeting. The paper and library committee decided upon a program for 1918.

At the Royal George Hotel a banquet was tendered the branch by the city of Moose Jaw, Acting Mayor G. C. Ingram presiding.

The banquet was followed by a regular meeting of the branch, at which a resolution was read, which will be presented shortly to the provincial government. At the conclusion of the business portion of the meeting Mr. Keith gave a very interesting address on the aims of the society.