

amend the law in such a manner as to permit the province to build and maintain main roads wherever the counties concerned so request.

The annual meeting of the Eastern Ontario Good Roads Association will be held February 4th and 5th, when a successor to Mr. Findlay will be elected. The first vice-president of the association is John Brennan, reeve of the town of Arnprior; the second vice-president is Dr. T. W. Smith, president of the Board of Trade of Hawkesbury; the third vice-president is W. F. Barker, reeve of the township of Bastard and Burgess. W. Y. Denison of Ottawa, is secretary-treasurer. The executive committee are the officers and C. J. Foy, reeve of the town of Perth; W. J. Fisher, warden of the counties of Stormont, Dundas, Glengarry and Winchester; Bower Henry, warden of Carleton County; and A. M. Rankin, M.P.P., of Collins Bay.

PROFITS FROM QUEBEC BRIDGE

DISCUSSION at the annual meeting of the shareholders of the Dominion Bridge Co., Ltd., held last week at Montreal, brought out the fact that included in the \$2,477,009 profits for the year ending October 31st, 1918, was an item of \$1,100,000 profits from the Quebec bridge contract.

It was further announced that a sum of about \$770,000 had been received from the Quebec bridge contract since the company's books were closed for the last fiscal year, and that a small balance would still be due to the company in the final settlement.

This indicates a total profit to the Dominion Bridge Co. of upwards of \$2,000,000 in connection with this contract. As the Dominion Bridge Co. own only half of the stock of the St. Lawrence Bridge Co., the contractors for the Quebec bridge, the other half being owned by the Canadian Bridge Co., of Walkerville, Ont., it seems that the Quebec bridge contract has shown a profit of nearly \$4,000,000, which is very much larger than was generally thought would prove to be the case in view of the loss of the first central span.

Exclusive of the item of \$1,100,000 from the Quebec bridge, the 1918 profits of the Dominion Bridge Co. were just about the same as those for 1917, being \$1,377,009, as compared with \$1,360,533 for 1917. Large deductions were made for doubtful accounts, depreciation, etc., leaving net earnings amounting to 28.7 per cent. on the capital stock as compared with 18.2 per cent. earned the previous year.

The inability of a workman to enter suit against his employer in the courts of his own province on account of injury sustained while outside that province, recently came up for discussion in a Quebec court before Justice Green-shields. An employee of the Foundation Company, Limited, engaged at their head office in Montreal, was injured while working for them at Amherstburg, Ontario. He entered suit for compensation in accordance with the Workmen's Compensation Act of Quebec. The defendant company showed that the plaintiff had no right of action in Quebec province. As he was injured in Ontario and as they pay premiums in that province to the Workmen's Compensation Board, his only action would lie against the Board. The Court's judgment was reserved.

Negotiations have been opened by the minister of finance with representatives of the French Government in the United States, looking to the establishment of a credit here for French purchases. It is expected that the members of the Dominion Government, now overseas, and representatives of the Canadian Trade Mission, will complete some arrangement. The whole question, however, awaits the determination of the Allies as to whether inter-allied securities will be issued to cover the expenditures for reconstruction in France and Belgium. A despatch was received last week, however, stating that Premier Borden has made, through the Canadian Mission in London, a promise to advance \$25,000,000 of credit to the Roumanian Government for the purpose of purchases in Canada. The report has not yet been confirmed.

WORK OF CANADIAN RAILWAY TROOPS

In France After the Armistice—Report for Month of November—When Retreating, the Huns Used Three Methods of Demolishing Railways

OPERATIONS of the Canadian Railway troops in the field were of the utmost importance in connection with the final advance, according to an official report received from France by the Department of Militia and Defence, Ottawa.

During the month of November, 1918, the Canadian Railway troops laid 308 miles of track, all of which was in the area evacuated by the enemy, and necessary to aid in the advance for the forwarding of food and supplies. It was necessary in that time to repair 300 miles of grade. To perform this work there was a force of 6,783 men of the C.R.T., aided by 9,980 men attached from other units, a daily working force of 16,763 being employed on railway work under Canadian direction.

In addition to this force there were employed for maintenance duties, 1,309.

The care of narrow-gauge lines required 1,231 men for construction and 1,358 for maintenance. In all a force of 20,661 was required to further the activities of the Canadian Railway Troops.

The report of the work for November comments that at the beginning of that month, while the enemy was retiring very rapidly and was being hard pressed by our advancing troops, he yet managed to carry out a very systematic demolition of railway lines and bridges. In order to cope with this, all the battalions of the C.R.T., with the exception of a few small detachments, were concentrated on standard-gauge construction work, for the most part in the area between Le Cateau and Turcoing.

The Enemy's Methods

Dealing with the action of the enemy, the report continues:—

The enemy, in his retirement, used three methods in the demolition of railways:—

Firstly, by the use of a track destroyer, which tore up the rails and bunched the ties together in such a manner that to re-lay the track it was necessary to remove the rails from the ties, lift the ties, take out the ballast and then re-lay ties and steel and re-ballast.

The second method employed was to blow out every other joint on each track. In this way one end of each rail was damaged, and before it could be used again it was necessary to cut and re-drill the damaged end.

The third method was to place mines in the grade at a distance of about 100 yards apart. These mines, which sometimes took the form of heavy trench mortar or airplane bombs, caused large craters in the grade, and all track and ties surrounding the crater were absolutely demolished.

In some instances the enemy used all three methods, while in others, apparently there was only time to use one method. Continual difficulty was experienced with delay-action mines. These had been placed in important places, such as road crossings, bridge abutments, culverts, etc., and the repairing of the track, clearing away the debris and rebuilding the bridges entailed very heavy work.

A considerable amount of time and expense was saved by salvaging material from damaged steel bridges and using it for reconstruction. Broken girders were taken out by the use of oxy-acetylene welders. Temporary abutments were placed and trestle piers made to receive the shortened girders, the remaining part of the spans being made up of timber.

The report mentioned that all the gaps in the required standard-gauge lines have been completed up to undestroyed lines in the territory recently occupied by the Germans.

Imperial Oil, Ltd., are erecting thirty large cottages in the vicinity of their new refinery at Regina, Sask., in order to relieve the scarcity of dwellings in that city, and to provide homes for certain employees.