

of franks must be made up by the general paying public, a policy which is entirely inconsistent with the express provisions of the Railway Act against discrimination."

The foregoing was concurred in by Hon. W. B. Nantel, Deputy Chief Commissioner and Commissioners Boyce and Goodeve.

Assistant Chief Commissioner McLean submitted the following memorandum relating to the Chief Commissioner's memorandum: "Page 1, line 14: I would suggest adding the word 'specifically,' before 'allowing,' which is the last word in the line. This will make the meaning clearer.

"I agree in the memorandum of the Chief Commissioner. At the hearing on Jan. 20, he made a statement as to this memorandum having been prepared. His intention is that it should issue as an interim judgment, giving an opportunity, within a reasonable time, for hearing, if such is asked for. As what is primarily concerned is the power of express companies to issue franks, and the types of persons to whom same may be issued, it seems to me that, subject to whatever may be developed in further discussion, the express companies are really the only people who shall be given an opportunity to speak to the matter at a hearing. The recipients of franks do not receive them as a matter of right."

Commissioner Rutherford agreed with the Assistant Chief Commissioner.

### The Rhondda Interests in the Peace River Valley.

The late Lord Rhondda, the Welsh colliery proprietor, held extensive interests in the Peace River Valley and adjacent territory of northwestern Canada, including coal and oil lands. In order to provide for the development of these areas a charter was secured from the Dominion Parliament for the Peace River Tramway and Navigation Co., to build two pieces of railway to connect navigable stretches of the river, so as to secure an extensive trading route in the northwest. In connection with this enterprise a steamboat, the D. A. Thomas, was built on the river, and the Peace River Trading Co.'s assets were acquired. It was also reported that control of a railway charter for building a railway from Edmonton northerly to navigable water, and another for building a railway from tidewater on the northern British Columbia section of the Pacific coast inland had been acquired. All of this was done prior to the outbreak of the war in 1914. A recent visit of Lady Rhondda to the Peace River country has revived interest in the company's activities. The first result of the visit appears to have been the decision to give up the trading business, which a press report states has been disposed of to the Lamson, Hubbard Canadian Co., with head office at Boston, Mass. This transaction, it is stated, includes the stores at Peace River crossing, Fort Vermilion, Vermilion Chutes and Hay River. The transportation interests do not seem to be affected by this sale, as the report states that other steamboats will be added to carry freight through to the Arctic Ocean, in addition to the present steamboats operating from Hudson's Hope to Fort Vermilion.

## Classification, Qualifications and Salaries for Railway Engineers.

The Engineering Institute of Canada's Toronto branch adopted and recommended recently the following classification of engineers employed in railway work. The sums mentioned being the minimum salaries:

1. Chief Engineer, \$10,000.
2. Assistant Chief Engineer, \$7,200.
3. (a) Engineer of Maintenance. Should preferably be a graduate from an engineering school recognized by the institute and should have 8 to 10 years practical experience in engineering work, or, if not a graduate, should have from 12 to 15 years practical experience and should be thoroughly familiar with the mathematics of engineering, \$6,600. (b) Engineer of Construction—Same qualifications as for Engineer of Maintenance, \$6,600. (c) Bridge Engineer—Same qualifications as for Engineer of Maintenance, \$6,600. (d) Principal Assistant Engineer—Same qualifications as for Engineer of Maintenance, \$6,000.
4. (a) District Engineer—Should preferably be a graduate from an engineering school recognized by the institute and should have 6 to 8 years practical experience in engineering work, or, if not a graduate, should have from 10 to 12 years practical experience and should be familiar with the mathematics of engineering, \$4,800. (b) Signal Engineer—Should preferably be thoroughly familiar with the theory and practice of signalling and of train operation, and should have had, in addition, at least five years practical experience in mechanical and electrical signal work on railways, \$4,800. (c) Architect or Engineer of Buildings—Should have sufficient architectural training to design railway stations, shops, locomotive houses, dwellings, etc., of normal types, and should have 6 or 8 years practical experience in responsible design of railway buildings, \$4,000. (d) 1st Assistant Engineer—Same qualifications as for District Engineer, \$4,200. (e) Assistant Bridge Engineer—Should preferably be a graduate engineer with from 5 to 6 years practical experience in the office and in the field, \$4,800.
5. (a) Division Engineer—Should preferably be a graduate engineer with 3 or 4 years experience of practical engineering, or, if not a graduate, should have 8 to 10 years practical experience and should be well grounded in the mathematics of engineering, \$3,600. (b) 2nd Assistant Engineer—Same qualifications as for Division Engineer, \$3,000. (c) Chief Draftsman—Should have a thorough knowledge of general drafting, but not necessarily knowledge of design, and should be able to control a number of subordinates and supervise their work, \$2,500. (d) Designing Engineer in Structural Department—Should be thoroughly grounded in the theory of design and detail in his particular department, and should be able to control a number of subordinates and supervise their work, \$3,600. (e) Leading draftsman in architectural department—Same qualifications as given for Designing Engineer in structural department, \$2,400. (f) Signal Supervisor—Should be thoroughly familiar with the mechanical and electrical details of signalling, should have sound elementary knowledge of the principles of signalling and should be quali-

ged to carry out and supervise construction and maintenance of all types of signal plants, \$2,400.

6. (a) \*Resident Engineer (construction only)—Should preferably be graduate engineer or have 3 or 4 years practical experience in the junior branches of engineering work, \$2,700. (b) 3rd Assistant Engineer—Same qualifications as for Resident Engineer, \$2,400. (c) Draftsman—Should be able to plot accurately from field note or notes and sketches supplied to him by a senior officer, \$1,800. (d) \*Inspector, class A—Should have a thorough knowledge of the class of work that he is employed to inspect and in the case of steel or reinforced concrete structures, should be a man of sufficient intelligence to understand the elementary principles of design and realize the necessity for close adherence to plans, and must be able to read and interpret plans correctly, \$2,400.

7. (a) \*Junior assistant or instrument man—Should have sufficient training in the use of level, or transit, or both, to do accurate work at a reasonable rate of speed, and should be thoroughly grounded in the mathematics required for the proper reduction and application of his instrumental work, \$1,800. (b) Inspector, class B—Should have some practical experience in the class of work that he is employed to inspect, and have sufficient intelligence and firmness to enforce the carrying out of specifications, \$1,800. (c) Junior Draftsman—Should have passed through his training as a tracer, and should have working knowledge of the use of drafting instruments, \$1,500.

8. (a) Chainman—No previous experience required, \$1,200. (b) Rodman—No previous experience required, \$1,500. (c) Tracer—No previous experience required, \$1,200.

\*Indicates that expenses are paid.

### Assessment of Transportation Companies, Etc., in Toronto.

The Toronto Assessment Commissioner's annual report for 1919, shows that the various public service corporations in the city are assessed for \$42,088,278, equal to about one-fourteenth of the entire assessment of the city. Following are the assessments of the steam and electric railway and telegraph companies:

|                                | 1920         | 1919         |
|--------------------------------|--------------|--------------|
| Grand Trunk Ry. ....           | \$12,191,904 | \$11,871,267 |
| Canadian Pacific Ry. ....      | 9,307,274    | 9,302,203    |
| Canadian National Rys. ....    | 1,889,337    | 1,885,695    |
| Toronto Ry. ....               | 4,886,457    | 4,996,323    |
| Toronto & York Radial Ry. .... | 360,560      | 369,136      |
| Toronto Suburban Ry. ....      | 46,669       | 78,293       |
| C.P.R. Co.'s Telegraphs. ....  | 240,073      | 203,170      |
| G.N.W. Telegraph Co. ....      | 211,730      | 206,434      |

**Caraquet & Gulf Shore Ry. Proposed Sale**—In reference to the information in this connection, published in Canadian Railway and Marine World for February, pg. 77, we were advised from Ottawa, Feb. 11, that no negotiations in regard to the acquisition of the line by the Dominion Government, were then going on. As stated previously, parliament provided \$200,000 in the estimates, to buy the line, and should the company be willing to accept this, no doubt arrangements will be made for taking it over.