

ing the G.T.R. and along the suggested new driveway to Pearson ave., thence to Brock ave., and by Florence, Dufferin, Alma, Argyle, Czar, Armour, Defoe, Tecumseth, Duro, Wellington and Church streets to the market.

TORONTO SUBURBAN RY.—An extension to Regent st., thence eastward by Ruskin, Perth, Wallace and Margueretta sts. and Brock ave. to a junction with Mimico line at Florence st.

METROPOLITAN RY.—From present terminus on Yonge st., via Cottingham and Rathnelly streets, across the waterworks property to Macpherson avenue, thence under C.P.R. and Dupont st. by a subway, and along Bedford and Davenport roads, and Severn st., along the back of Collier st., across Park Road, thence to Bloor and Church streets to Maitland st., eastward to McMillan ave., and North Mutual st., to Shuter st., Jarvis st. and St. Lawrence market.

TORONTO AND SCARBORO' RY.—By widening Queen st. from Kingston road for 750 ft., thence along Eastern ave., over the Don to Water st., and by Front, Princess, Duke and Jarvis streets to the Market.

The second section of the report deals with steam railways. In this is a suggestion that the old belt line be completed by constructing a section 1½ miles long from Toronto Jct. to Fairbank, and utilizing it as a transfer route for freight and for an electric passenger service in connection with the city street railway system; that the Esplanade be relieved of the G.T.R. through freight traffic by the construction of a line from York station westward to a junction with the C.P.R. at Leaside, thence by trackage to Toronto Jct., and by constructing lines to the Humber at Lambton, and a short branch to connect with the Hamilton line near Mimico. To provide access to the water front in Toronto bridges or subways are suggested at a number of points, thus doing away with level crossings. The report shows that on the operated steam railways in and around Toronto there are 105 crossings, of which 22 are absolutely safe, being either by overhead bridge, or subway; 34 are protected by being provided with gates or watchmen, or both, and 49 are unguarded.

Labor Organizations and Their Effect.

L. R. Johnson, Assistant Superintendent Rolling Stock, C.P.R., read a paper on "Labor organizations and their effect on Shop Practice," before the Canadian Railway Club at Montreal, Mar. 3. The subject was discussed under three heads: What are labor organizations? Are they necessary? Their effect. The organizations of to-day were very different and more comprehensive and far-reaching in their constitutions and influences than the guilds or companies of generations ago, or the more recent trades unions; they were labor organizations, and their protection of members was not so much a trades protection as it was a protection of the employed against the employer. Upon a review of his experience of 30 years as a workman, and as official of large corporations in different parts of the world, he found that if they wanted those under them to be men and do men's work they must be men themselves, and treat those under them as men, and let them see it was expected they should be men, and he had been very rarely disappointed. If officers were not prepared to act up to these principles they must not be surprised if the men organized; in fact, admit that there was a necessity for organization, and they must carry the responsibility of it. But is it not a fact that in the railway service to-day the directors and higher officials recognize the importance of a loyal staff of capable and efficient employees. The workman had also a very

powerful ally in public opinion, voiced by the public press, so that on this score there is not the necessity for unions or organizations that there was years ago. The most serious effect of the labor organizations is their effect on the men themselves as tradesmen or craftsmen, their loss of individuality and individual

liberty. Another serious effect was that the standard of our mechanics as to capabilities and workmanship is falling off; the organization is not breeding mechanics, the best men are dropping to the common level, instead of trying to lift up the poor man to the plane with the good ones.

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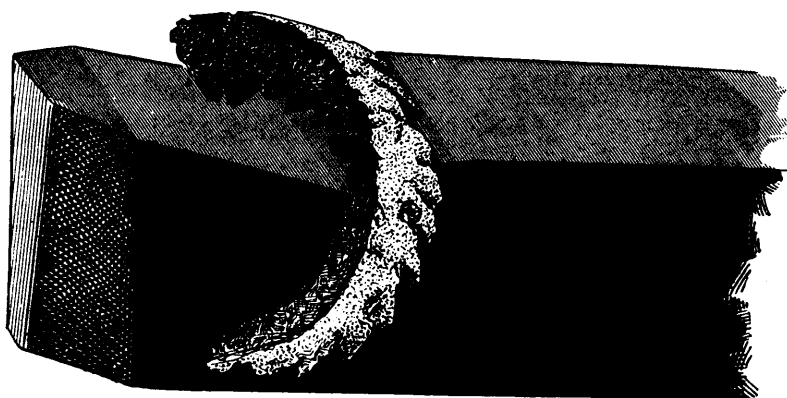
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