

pears that there must have been serious, outstanding and convincing reasons for Mr. Acworth's approval of the formation of a Dominion Railway Co.

Mr. Smith's report is very weak compared with the Drayton-Acworth report. The former deals largely with generalities and platitudes, the latter bristles with statistics and logic.

The majority report outlines clearly why the other roads are not turned over to the Canadian Pacific. Probably because the report is not so clear regarding why the Canadian Pacific should not be absorbed along with the other roads, many of the daily newspapers throughout Canada have taken the view that the C.P.R. should also be taken over by the government and merged with the C.N.R. and G.T.R. The C.P.R. is amply able to take care of itself. It is not evading any obligation to the government, nor is it asking for any aid. We venture the opinion that it does not want to be taken over, even if it has to meet the competition of a Dominion Railway Company. The C.P.R. shareholders expect great profits in the future when the population of Canada has been doubled or trebled. Assuming that the government could possibly raise the money necessary to buy out the C.P.R., how could it be done without the consent of shareholders who would have no reason for foregoing large future profits? Compulsory absorption of the C.P.R. would be tantamount to confiscation, and the government cannot possibly afford to make an offer sufficiently attractive to induce the C.P.R. shareholders to surrender cheerfully their bright prospects for the future.

The report is an historic document, and assuming its correctness, presents the Canadian railway situation in a very clear and concise manner. Parliament should not be dilatory in dealing with it, but very discreet. It has made many railway mistakes in the past. It cannot afford to move very far again in any direction in railway matters unless it is absolutely sure of its footing.

PERSONAL.

H. BARON, who has been electrical superintendent at Stettler, Alta., for the past two years, has been appointed chief engineer for the town of Camrose, Alta.

GEORGE BURY, vice president of the C.P.R., has arrived in Montreal from Russia.

R. P. BUTCHART, of Victoria, B.C., has been requested by the Imperial Munitions Board to associate with the Board in its work of shipbuilding on the Pacific Coast. A large organization will have to be formed in connection with the plans decided upon for the building of a great number of wooden ships. Mr. Butchart will act as business adviser and will have supervision of the organization on the coast on behalf of the Board. Mr. Butchart is head of the Pacific Cement Co., Victoria.

JOHN COLLINS, who has been with the Canadian Steam Boiler & Equipment Co., Toronto, has been appointed manager of H. L. Peiler & Company's Toronto office.

V. G. CONVERSE, general manager and chief engineer of the Ontario Power Company, of Niagara Falls, and E. D. KING, superintendent of the plant, have resigned. It is thought these resignations are due to the reported purchase of the Ontario Power Company by the Hydro-Electric Power Commission of Ontario.

GALBRAITH & CATE, LIMITED, engineers and contractors of Montreal, have decided to discontinue

business until the return of their managing director and of their secretary-treasurer, both of whom are on active military service.

Dr. LOUIS HERDT, of McGill University, is acting as honorary advisor to the French government in the selection and purchase of electrical supplies. Very large orders, amounting to over \$2,000,000, have been placed with Canadian firms, principally wire and cable companies, which otherwise might have gone elsewhere. At the invitation of Dr. Herdt representatives of the French government visited many of our factories and the business referred to above followed.

A. R. HOLMES, formerly secretary-treasurer and engineer of the McKinnon, Holmes Company, Limited, of Sherbrooke, Que., and GEO. H. ARCHIBALD, who has been associated for the past ten years with the Geo. H. Archibald Company, Limited, Winnipeg, have formed a partnership as engineers and builders of reinforced concrete and steel structures, and have opened an office in Toronto.

Lieut.-Col. T. C. IRVING, formerly vice-president of Robert W. Hunt & Co., Limited, engineers, and the Moffat-Irving Steel Works, Limited, Toronto, was recently gazetted as colonel in the 4th Canadian Division. Col. Irving left Toronto with the First Canadian Contingent as a captain in charge of the 2nd Field Company of the Engineers. He received the D.S.O. at the battle of Langemarck, and shortly afterwards obtained his majority.

GEORGE McKNIGHT, city engineer for Fredericton, N.B., has resigned.

P. PHILIP, formerly with the city engineer's department, Vancouver, has been appointed supervising engineer by the British Columbia government for District No. 3 at Kamloops.

Capt. STEWART M. THORNE, a graduate of the School of Practical Science, Toronto, has been decorated for bravery. Prior to his enlistment he was manager of the Trethewey mines, and was well known throughout Northern Ontario. He enlisted with an engineering unit recruited in Cobalt in January, 1916, and has been in France for the past fifteen months. He received his captaincy in the field.

G. L. WALLACE has been appointed structural engineer in the city architect's department, Toronto, to succeed R. J. Fuller, resigned.

J. L. WELLER, M.Can.Soc.C.E., chief engineer in charge of the work on the new Welland Ship Canal, and all his engineering staff, have been relieved of their positions owing to the complete closing down of the work on May 2nd. None of the contractors' plant can be sold without the special consent of the Dominion Government.

R. YOUNG, a gas expert of Pittsburg, Pa., has been appointed manager of the St. Thomas, Ont., gas plant.

WINNIPEG SUB-SURFACE FORMATION.

The regular meeting of the general section of the Manitoba Branch of the Canadian Society of Civil Engineers was held last Thursday evening in the Engineering Building of the University of Manitoba. Mr. Rankine read a paper, "Sub-Surface Formation of the Winnipeg District and the Types of Suitable and Unsuitable Foundations for Its Heavy Structures."