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Index to Canadian Railway and Marine World for 1919.

At the end of this issue is a very com-
plete index to the contents of the volume
for 1919 which as in former years, will
doubtless be fully appreciated by the
large number of subscribers who bind
Canadian Railway and Marine World for
reference purposes.

Even a casual glance over the pages
of closely printed matter will show the
tremendous range of subjects covered
and the thorough manner in which this
paper represents the entire transporta-
tion interests of the whole Dominion,
steam railway, electric railway, marine
shipbuilding, express and telegraph in-
terests, as well as railway and canal and
harbor contracting work.

Caraquet and Gulf Shore Ry. Pro- posed Sale.

Gloucester, N.B., County Council is
reported to have passed a resolution ask-
ing the Dominion Government to take
over the line from the company and make
it a Canadian National Ry. branch, or to
allow the New Brunswick Act summar-
ized in Canadian Railway and Marine
World, January, on pg. 12, to come into
immediate effect. The Dominion Gov-
ernment has power to veto acts passed
by a provincial legislature within a cer-
tain limited time. The Caraquet and
Gulf Shore Ry. Co. has petitioned the
Dominion Government to veto the N.B.
act referred to; another press report
states that a proposition may be made
under which Gloucester County would
issue bonds for the difference of about
\$50,000 between the price at which the
company is willing to sell, and that which
the Dominion Government is willing to
give for the line.

A letter signed C. W. White, in the
St. John, N.B., Globe, of Jan. 21, re-
ferring to the Caraquet and Gulf Shore
Ry. says: "This road is under option to
a number of New York gentlemen, who
will close the transaction during Feb-
ruary. R. D. Isaacs, of St. John, who
was in Bathurst recently, went over the
road with an engineer. It is fully un-
derstood that Mr. Isaacs is the pur-
chaser for the New York parties."

C.P.R. Employees Entertained at Montreal.

On New Year's Eve, the President,
Vice President and other C.P.R. officers,
entertained about 6,000 of its Montreal
employees at an at home at the Windsor
St. station. The feature of the evening
was the conveyance by picture of the
season's greetings of the company's
chiefs to the employees, each greeting
being preceded by a portrait of the of-
ficer sending it.

The principal messages were as fol-
lows:

E. W. Beatty, K.C., President: "I wish
every officer and employe a very happy
new year. In doing so let me suggest
that the greatest happiness can be
achieved by duties faithfully performed,
and that the first duty of a railway of-
ficer or employe is an appreciation of
the grave responsibilities of his position
and the paramount necessity of good ser-
vice to the public. The high standard
of the company's service can be main-
tained only by unremitting diligence, by
courtesy, by friendly co-operation and by

unfailing pride in the company's great
traditions. I trust that you will all en-
joy a maximum of health and happiness
during the coming year."

Lord Shaughnessy, Chairman of the
company: "Peace, contentment, happi-
ness in home and occupational life, with
all other blessings, be yours in the new
year."

I. G. Ogden, Vice President, Finance
Department: "May I have as good
wishes from you all as I send to all of
you for the new year."

E. W. Beatty Urges Thrift.

E. W. Beatty contributed the following
to the New York Sun recently: "With
every new year we usually resolve to
turn over a new leaf. If there is to be
any general resolution made by the North
American continent for the year, it might
well be in the direction of thrift, for the
first after-the-war years are causing nat-
ural concern to those who remember the
financial panics which have always closed
similar periods of careless spending. The
extravagance noted by every recent
visitor from Europe to this continent
synchronizes with conditions of actual
starvation affecting millions of people in
Europe itself, who fought for freedom
only to die for lack of food. This ex-
travagance has been made possible, at
least in part, by the heavy purchases
made under stress of war by European
nations on this continent. It represents
the expenditure of unexpected profits,
which are being dissipated, instead of
placed in reserve for a rainy day. In
this orgy of extravagance, Canada is
just as great a sinner as the United
States. In the last few weeks Canadians
have been penalized to some extent for
their uncurbed purchase of United
States made luxuries by an adverse ex-
change. What the penalty to be paid
by the U.S. will be, remains to be seen."

Electrification of Steam Railways.

D. B. Hanna, President, Canadian Na-
tional Rys., was reported in a London,
Ont., press dispatch to have said in a
speech there early in January, that with-
in a short time all Canadian railway
terminals will be electrified. We are of-
ficially advised that Mr. Hanna made no
reference to the matter in his speech,
but subsequently in conversation with
some London business men, he did say that
a time would perhaps come when rail-
way companies would be forced to face
such a situation. He did not say that
the C.N.R. or any other Canadian rail-
way had any present intention of elec-
trifying its railway.

A Toronto daily paper, which has pub-
lished several apparently fake stories
recently about railway matters, stated
early in January that the C.P.R. had de-
cided to electrify its whole system, main
line and branches. Grant Hall, Vice
President, gave a categorical denial to
this at once. We are advised that while
the C.P.R. management is always looking
into the future and has obtained data in
connection with the possibility of elec-
trifying various portions of its lines,
nothing whatever has been done towards
carrying out any portion of the work,
nor is their any likelihood of anything
being done in the immediate future.

Saxon State Railways Deficits — A
Berlin, Germany, cablegram says that
the state owned railways of Saxony,
show a deficit of 300,000,000 marks.