

Work Shop Section.	
Shop foreman.....	1 .. .. .
Blacksmiths .....	1 .. .. .
Carpenters .....	1 .. .. .
Mechanics .....	2 .. .. .
Painters .....	3 .. .. .
Car repairers .....	2 .. .. .
Laborers .....	5 .. .. .
Cooks .....	1 .. .. .
Transport .....	1 .. .. .
<b>Total, 23.</b>	<b>1 2 2 .. 18</b>

Signal Section.	
Linemen and operators .....	1 1 1 .. 10
<b>Total, 13.</b>	<b>1 2 1 1 1 3 5 6 .. 42</b>

Attached.	
Paymaster .....	1 .. .. .
Medical officer .....	1 .. .. .
C.A.S.C. Horse Transport .....	11 .. .. .
C.A.S.C. Motor Transport .....	10 .. .. .
<b>Total attached, 23.</b>	<b>2 .. .. . 21</b>

Co. Headquarters

	Major	Capt.	Lieut.	S.-Sergt.	Sergt.	Corp.	2nd Corp.	L.-Corp.	Sapper	Total
O. commanding..	1									1
Supt. construction	1									1
Section staff sgt.			1							1
Clerks .....						1				1
Stretcher bearer..									1	1
Mess cook .....									1	1
Batmen .....									2	2
<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>9</b>

Construction Sub-Section.	
Supt. of track.....	1 .. .. .
Track foreman.....	2 .. .. .
Asst. track foreman .....	2 4 .. .. .
Trackmen .....	25 .. .. .
Surveyor .....	1 .. .. .
Storeman .....	1 .. .. .
Carpenter .....	1 .. .. .
Transport .....	1 .. .. .
Cook .....	1 .. .. .
Batman .....	1 .. .. .
<b>Total</b>	<b>1 .. 2 2 4 3 28 40</b>

Operating Sub-Section.	
Traffic supt.....	1 .. .. .
Yard foremen.....	1 1 .. .. .
Train crew foreman .....	1 .. .. .
Tractor drivers....	1 1 3 .. .. .
Conductors .....	1 1 3 .. .. .
Brakemen .....	3 .. .. .
Checker .....	1 .. .. .
Control men.....	4 .. .. .
Mechanic .....	1 .. .. .
Cook .....	1 .. .. .
Batman .....	1 .. .. .
<b>Total section.....</b>	<b>1 3 1 4 3 7 6 49 74</b>

Summary of company, including attached .....	1 8 13 6 19 17 34 28 259 385
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**Editor's Note**—F. E. Collinson was born at Halifax, Eng., Apr. 28, 1883, and entered railway service Feb. 13, 1901, since when he has been, to Apr. 28, 1904, apprentice, North Eastern Ry., Gateshead-on-Tyne, Eng.; May, 1904 to Mar., 1905, Assistant Foreman, Motor Car Shop, same road, Darlington and York, Eng.; May to Nov., 1907, Locomotive Foreman, same road, Botanic Gardens, Hull, Eng.; Nov., 1907 to Feb., 1908, Locomotive Foreman, same road, Dairycoates, Hull, Eng., Feb., 1908 to June, 1911, Locomotive Foreman, same road, Tweedmouth, Eng.; June, 1911 to May, 1912, Inspector for the Crown Agents for the Colonies, Birmingham and Manchester, Eng.; May, 1912, to June, 1915, Mechanical Engineer, Grand Trunk Pacific Ry., Transcona, Man.; June, 1915, to Dec., 1916, Mechanical Engineer and Chief Draftsman, same road, Transcona, Man. He enlisted as a private in the 203rd Battalion, Feb. 19, 1916, and became subsequently Sergeant Major, then Lieutenant and

then Assistant Adjutant in that battalion. He joined the 44th Battalion in France, June 19, 1917, and was with C. Company until Sept. 30, 1917, after which he was Battalion Transport Officer. He joined the Tramways, Jan. 19, 1918, as Traffic Officer, transferred to the Canadian Engineers, Mar. 4, 1918, and became Adjutant of the Canadian Engineers' First Tunnel Co., May 13, 1918. He returned to Winnipeg, May 5, 1919, and resumed his old position as Mechanical Engineer, Motive Power Department, Grand Trunk Pacific Ry., Transcona.

**Project for All Rail Connections Between Canada and Newfoundland and Damming of Belle Isle Straits.**

Attention is being directed to a project, which it is claimed is possible from an engineering point of view, the object being to dam the Strait of Belle Isle, and build a railway through Labrador and across the dam to Newfoundland. The proposal was originally made many years ago, but nothing has been heard of it for the last 20 years or so. It is reported that Dr. Pelletier, Agent General for Quebec in London, Eng., and Z. A. Cannon, M.L.A., Quebec, have been in Ottawa recently discussing the matter with Dominion Government officials and that a plan will be submitted for consideration shortly. The project is being reviewed, it is said, by English capitalists, who are prepared to invest considerable money.

The Strait of Belle Isle is about 9 miles wide and comparatively shallow, so that, in the light of the construction many years ago of the Plymouth breakwater in England, and in more recent years of the railway construction along the Florida Keys, from an engineering point of view the building of a dam to connect the Labrador coast with Newfoundland is claimed to be quite within the region of possibilities. The railway projected in connection with the dam, would run along the north shore of the St. Lawrence River—probably in continuation of the Quebec and Saguenay Ry., to the starting point of the dam, across the dam to Newfoundland, and thence to some point on the north coast of the island, where it is projected to establish a port for trans-Atlantic trade. Such a port would undoubtedly be the nearest one to Europe, but as against the attraction of the short ocean trip, there would have to be taken into consideration the long railway trip from present centers of population. The port would have to depend almost entirely for its trade on passenger traffic, as the long railway haul from the sources of production to the port could not compete, in rates with the railway hauls to the ports at present existing.

Another consideration put forward as an argument for the building of the dam, is its possible effect on the climate of the Maritime Provinces, and the St. Lawrence Valley. It is claimed that the building of the dam would deflect the Arctic current from the coast, and permit the Gulf stream to reach Canadian shores, opening up for all the year round navigation many ports on the Atlantic coast, and the St. Lawrence River as far as Quebec, if not Montreal. Dr. Dawson, Chief Dominion Hydrographer, in a report on the hydrographic survey of Belle Isle Strait, some ten years ago, stated that the Arctic current does not sweep

down the Strait into the Gulf of St. Lawrence, that there is no great constant stream of water coming in from the north, and that the prevailing winds in the Maritime Provinces are off shore. Under such circumstances it does not seem at all likely that the suggested alteration of climatic conditions in the Maritime Provinces and the Gulf of St. Lawrence are likely to be realized.

The building of a dam across the Strait, the building of a railway to connect with existing railways in Canada, and the laying out of a port in Newfoundland, may be all practicable, but their utility when built is another question.

**Transportation Companies' Splendid Work in Demobilizing Troops.**

The Minister of Militia, Major General Mewburn, said in the House of Commons, Oct. 1: "I desire to give the following information with regard to the progress of demobilization:

"Total C.E.F. troops embarked from overseas from Nov. 11, 1918, to Sept. 30, 1919, 264,045.

"Total troops discharged from C.E.F. in Canada up to Sept. 15, 1919, 70,731.

Siberian force returned to Canada and demobilized, 4,057.

"Total troops demobilized to Sept. 30 (including those still at sea, about 367), 338,833.

"Total number of hospital patients still overseas to be returned to Canada as of Sept. 19, 126. All other military patients have been returned to Canada. The total number of hospital cases now in military hospitals in Canada is 6,598. We have now reached our peak load and there will be a very rapid clearing of the hospitals.

"It is gratifying to know that in the handling of this large number of men, not a single life has been lost through accident at sea. Three casualties occurred by derailment of a train in Dec., 1918. The rapid handling of the troops by the Canadian Pacific, Canadian National, and Grand Trunk Railways, has been carried out with the greatest possible efficiency."

**Railway Mechanical Conventions**—The American Railroad Association's Mechanical Section General Committee has decided to hold the 1920 and 1921 conventions at Young's Pier, Atlantic City, N.J., the dates for 1920 being June 9 to 16. The first three days will be devoted to papers on locomotive subjects and the last three to car subjects, consolidated committees reporting on June 14. An invitation was extended to section 6, Purchases and Stores, to hold its convention simultaneously with section 3, in order that members might avail themselves of the opportunity to visit the exhibit. A number of new committees were appointed and important changes were made in the personnel of others. The Railway Supply Manufacturers' Association will hold its usual exhibit.

**Italian-Greek Railway Connection**—A London, Eng., cablegram states that an Italian-Greek convention has been concluded for direct railway communication between Rome and Athens, through Ottranto and Valona, on ferry boats.

**German railway officials** are reported to be preparing to increase transportation rates 100%.