

Track Maintenance Inspection Trip on Eastern Lines, C.P.R.

The C.P.R. management takes a deep personal interest in the standardizing of track maintenance to a high point of efficiency on both main lines and branches, and a trip made last autumn, during which the photograph reproduced in the accompanying illustration was taken, is one of the many schemes which have been worked up with a view to having all our roadmasters work along the same lines and follow the best possible practice in carrying out their work. The party, which was in charge of Alfred Price, Assistant General Manager; A. C. Mackenzie, Engineer, Maintenance of Way, and E. Keough, Assistant Engineer, Maintenance of Way, assembled at Ottawa. A special observation car took the party from Ottawa to Montreal over the Montreal and Ottawa Subdivision's single

C.P.R. Enquiry into Labor Situation.

J. S. Dennis, Assistant to the President, C.P.R., Montreal, has issued the following circular:—

"Before the close of the war Canada should prepare for the return to civil employment of our returned soldiers and for the immigration of a large number of ex-soldiers from the disbanded armies of Europe. The larger number of these men will be looking for work, and unless some scheme is prepared in advance for their reception and assistance, serious congestion of unemployed in the larger centres will be sure to occur. To permit of the problem being intelligently dealt with, it is necessary to have available some reliable statistics as to the present labor situation, with an estimate—of the openings for additional skilled and unskilled labor. The C.P.R. Co. desires to obtain this information as fully as pos-

trade, agricultural societies, steam and electric railway companies and the larger industrial concerns throughout Canada. It is the company's intention, after receiving replies, to compile the information in the form of graphic charts and maps which will show at what points congestion would seem most likely to occur by the influx of returned soldiers and others after the war, so that some means may be taken to avert such congestion and relieve the situation.

Government Elevator at St. John, N.B.

—The contract for the construction of the Dominion Government grain elevator at St. John, N.B., has been awarded to the Fegles-Bellows Engineering Co., Fort William, Ont., and the contract for the concrete foundations to Engineers & Contractors, Ltd., St. John, N.B. This elevator will be the complement of the Dominion Government elevator at Transcona, Man., and will cost approximately



C.P.R. Track Maintenance Inspection Party at Farnham, Que.

The officials shown in this illustration are the following, reading from left to right. In each case, unless otherwise mentioned, they are roadmasters.

LOWER—W. B. Hall, White River Subdivision; F. W. Nicholls, Windsor Subd.; J. S. Richardson, Shogomoc Subd.; O. Kirkland, Montreal Terminals Subd.; J. C. Walsh, Newport and Orford Subd.; A. Price, Asst. Genl. Mgr.; A. C. Mackenzie, Engr. Maintenance Way; E. Keough, Asst. Engr. Maintenance Way; S. Lackey, Orangeville, Elora & Teeswater Subd.; L. Berger, Winchester Subd.; P. Chicoine, St. John, Mattawamkeag, Shore Line Subd.; N. McLaughlin, Sherbrooke & Megantic Subd.; J. Hurson, Trois Rivières West Subd.

MIDDLE ROW—T. J. Armstrong, Parry Sound Subdivision; C. Verner, Trois Rivières East Subd.; C. Lampard, H. & G. & Listowel Subd.; T. Netterfield, MacTier & Coldwater Subd.; J. Goodman, Kingston & Godfrey Subd.; J. E. Steele, St. Marys, Port Burwell & St. Thomas Subd.; J. H. Guthrie, Moosehead & Mattawamkeag Subd.; J. R. Brennan, Montreal & Ottawa Subd.; J. H. Boyle, Quebec District; L. Bazinet, Acting Roadmaster, Drummondville, St. Guillaume & Stanbridge Subd.; L. Hebert, Nemegos Subd.; A. Seal, North Bay Subd.; Geo. Spicer, Oshawa, Subd.

UPPER ROW—M. Long, Belleville Subdivision; A. Frost, Peterboro Subd.; A. Mercier, Lachute Subd.; F. Belkia, Prescott Subd.; D. Wilson, Heron Bay Subd.; J. Coughlin, Nipigon Subd.; T. Landers, Adirondack Subd.; R. Shanks, Webbwood & Thessalon Subd.; W. Kelly, Cartier Subd.; J. Kelly, Chalk River Subd.; A. Purvis, General Superintendent, Ontario District; C. Donnelly, Acting Roadmaster, Havelock Subd.; P. Coakley, Galt Subd.; W. Code, Toronto Terminals Subd.; A. Mackenzie, Port McNicoll & Bobcaygeon Subd.; D. McMillan, Acting Roadmaster, Winchester Subd.; S. Jeffrey, Roadmaster, Maniwaki Subd.

track and the rock ballasted double track between Vaudreuil and Montreal. From Montreal the party went over the gravel ballasted double track to Farnham, and from there over one of the branch lines to Stanbridge, in this way giving the roadmasters a comprehensive idea as to the management's desire in the way of appearance and maintenance on different classes of track. On the return trip a few hours was spent at Farnham, and a demonstration given by the Assistant Engineer, Maintenance of Way, of an excellent method of curve lining by the string method developed by J. H. Sheahan, one of the roadmasters. The party then returned to Montreal and dispersed.

D. Morice, who retired recently from the position of Freight and Customs Agent, G.T.R., Niagara Falls, Ont., and who has removed to Stratford, Ont., in writing asking to have his address changed to the latter place, says: "I certainly cannot do without Canadian Railway and Marine World."

sible, so as to enable it to answer intelligently through its large number of offices in Canada, the United States and Europe, the questions which will be asked officials regarding openings for employment, and also to enable them to assist, as far as possible, in directing the movement of those seeking employment so as to prevent congestion and trouble. Attached to this letter is a blank form setting forth certain questions which we will be pleased if you will fill in and return. It is understood that the information will be treated as strictly confidential as regards individual firms."

The following information is asked:—Name of firm. Location. Province. Nature of business. Average number employed—men—women. Present labor shortage, if any—men—women. How do you obtain additional labor when required? If business continued normal, how many additional laborers do you estimate you could place at the end of the war, skilled—unskilled—women?

The circular has been sent to boards of

\$250,000. Its structure was designed by John S. Metcalf Co., Montreal.

Railway Lands Patented.—Letters patent were issued during November, in respect of Dominion railway lands in Manitoba, Saskatchewan, Alberta and British Columbia, as follows:—

	Acre.
Calgary and Edmonton Ry.	1,276.00
Canadian Northern Ry.	642.00
Canadian Pacific Ry grants45
Canadian Pacific Ry. roadbed and station grounds	81.26
Qu'Appelle, Long Lake and Saskatchewan Rd. and Steamboat Co.	2,474.87
Winnipeg River Ry.	8.22
Total	4,482.80

Dynamiter Horn.—The hearing of the charge against Werner Horn for alleged acts in connection with the dynamiting of the C.P.R. international bridge at Vanceboro, Me., has been fixed by the U. S. courts to open Jan. 8. The present stage of the proceedings is Horn's appeal to the Supreme Court at Washington against the dismissal of his suit for a writ of habeas corpus.