

holders in having approved substantial expenditures in previous years, which undoubtedly permitted the operations of the company to be carried on with a cheapness which would not have been possible had such adequate facilities not been provided. A conspicuous example of the results of such foresight is found in the difference in the cost of rolling stock acquired during the years 1911 to 1914 and the approximate market value of an equivalent amount if required to be purchased in 1918. The rolling stock purchased during the former years, if required to be furnished at the 1918 prices, would have represented an increased cost of approximately \$96,000,000.

"Your directors are of the opinion that a reasonable amount of additional branch line construction should be gone on with as soon as conditions warrant, and the necessary statutory authority obtained. Resolutions will be submitted for your approval for the construction of the lines which are most urgently required. In this connection, I should point out that in the matter of railway construction the country is faced with a condition quite unprecedented in the recent history of Canada, in that the National Railways and your company are the only large companies with resources sufficient to enable them to provide additional railway facilities to any substantial extent.

"Serious and continuing blunders in our railway policy have resulted in the government being required to assume the ownership at present of 11,400 miles of railway, with the prospect of the acquisition of an additional 6,400 miles. When this acquisition has been accomplished the principal competing systems in Canada will be your company and the Canadian National Railways.

"I have no apprehension as to the ability of your company, with its splendid facilities and equipment, and loyal and efficient officers and men, to obtain a fair share of the traffic, and to handle it expeditiously and well. I have no fear of government ownership, but government ownership, apparently, has some fear of private competition under equal conditions.

"The subject of government ownership has received much attention recently, but not nearly as much as the importance of the subject justifies. Notwithstanding our previous experience and that of the United States and Great Britain, government ownership and operation of railways is to be attempted on a large scale. The situation is full of danger, which cannot be avoided or even minimized, except by rigorously independent and non-political administration, which is at least difficult of establishment under our system of government. This fact must, however, be obvious—that in no other way can the people of Canada obtain a correct appreciation of the results of government operation of the systems which are or which may hereafter come into its possession, than by their being administered in strict accordance with the laws of the country under which other companies have to operate, by their financial and accounting methods being made as precise and as accurate as the law now requires of private corporations, and by the exact financial results being submitted to parliament each year.

PERSONALS

MR. GABRIEL HURTUBISE has been appointed chief engineer of the St. Lawrence Pulp Co., with headquarters at Chandler, Gaspé County, Que.

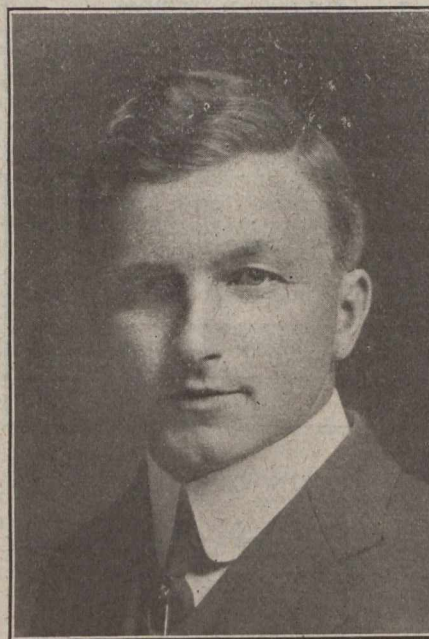
J. M. SMITH, recently the managing engineer of the Triumph Electrical Company of Cincinnati, has accepted a responsible post with the Texas Company.

ALEXANDRE LARIVIERE, until recently engineer in the Highways Department, Province of Quebec, has accepted the position of chief electrical engineer of "Les Entreprises Electriques Reg.," Quebec.

J. W. HOWARD has finished serving in the Ordnance Department of the U. S. Army and has resumed the practice of his profession of consulting engineer on roads and pavements, with testing laboratory in Newark, N.J., and office at No. 1 Broadway, New York.

LIEUT. C. H. R. FULLER, of the Tenth Canadian Railway Troops, has arrived home after three and a half years active service, two years of which were spent in France and Belgium. He saw service at the Somme, at Nieuport, and in the Ypres Salient in 1917. Mr. Fuller was a graduate of the Faculty of Engineering, Toronto University, in 1914, and was formerly secretary of the Toronto Branch Canadian Society of Civil Engineers (now the Engineering Institute of Canada) in 1915. He was formerly assistant engineer of dredging, Canada Stewart Co., at Toronto, and was also in the Ontario government highway department.

MR. JOHN TAYLOR, the subject of our sketch, was born at Elgin, Scotland, on March 19th, 1882, and educated at Elgin and Aberdeen. In accordance with the old country system of training engineers, Mr. Taylor was apprenticed with Mr. James Barron, consulting harbor engineer of Aberdeen. Mr. Barron was consulting engineer for about thirty-five harbors throughout the north of Scotland. While associated with Mr. Barron, Mr. Taylor was engaged in the design and supervision of construction of numerous harbor improvement works, among others being the construction of Stonehaven, Peterhead, Macduff, Buckie, Wick, Stromness, Stornoway, etc. He spent between four and



five years in this class of work and at the time of leaving was chief assistant. Following this he accepted a position on the engineering staff of Messrs. Easton Gibb & Sons, engineers, of Westminster, London, and while with them was engaged in dock construction work. He was afterwards resident engineer for Messrs. W. Hill & Co., Westminster, England, and spent four years in the construction of breakwaters and coal and fuel

docks at the Portland Naval Base in the English Channel. This work cost about \$6,000,000 and consisted of the construction of two breakwaters, each a mile in length, with fortifications, with coal storage and fuel docks, as well as the construction of a new torpedo range testing pier and station. Coming to Canada in 1907, Mr. Taylor was engaged for about five years in various government positions, on the Transcontinental Railway, International Boundary Survey, Public Works of Railways and Canals departments. In 1913, he became associated with the Ottawa Contractors Ltd., as a member of the firm and superintendent of the company, having charge for about three years of harbor work at Hamilton, Ont. Since 1916, he has been a member of the firm of McAllister and Taylor, is a director of the Windsor Dredging Company, Ltd., and also represents the Canadian interests of Messrs. W. Hill & Co., engineers and contractors, of London, England.

OBITUARY

LOUIS ARTHUR KINNEAR, B.Sc., Port Colborne, of the engineering staff of the Hydro-Electric Commission, was drowned on May 12th, on Lake Jessie, near Nipigon. He graduated as a mining engineer from Queen's University, Kingston, in 1912. He was also an Ontario and Dominion land surveyor.