

C.P.R. Snow Fighting Equipment at Fort William.

The accompanying illustrations show how snow was handled in Fort William terminals during the past winter.

Fig. 1 shows snow plough and spreader, which means a plough on both ends, and no time is lost in ploughing in either direction, or winging.

Fig. 2 shows a champion ice cutter, which clears out all the ice from between the rails, no matter how hard it may be. It is operated by air.

Fig. 3 shows a train removing the snow from between the tracks in the terminals.

Fig. 4 shows the big lift bridge over

customs at the frontier, to its destination in Canada, if the destination be a customs port or outport, and if not, then to the customs port or outport nearest to but short of its destination, for customs clearance thereat, instead of at the frontier; the carriage from the frontier to the interior point of clearance to be in bond under customs manifest prepared by the railway company and signed by a customs officer.

Women Workers at Angus Shops, Canadian Pacific Railway.

In 1915 women workers were introduced into the C.P.R. Angus shops, Montreal,

their lunch can with them, and these they may prepare in the lunch can room which accommodates 200. Soup and bread are provided by the company at cost. Attached to the lunch can room is a rest room, and near the rest room is a first aid room where accidents are treated. Seventeen of the women workers hold certificates of proficiency in first aid work and their services are very valuable when accidents occur.

Men for Railway Work.—As one of the practical results of the National Service Commission's action in having cards filled up and signed throughout Canada, it may be mentioned that the Chief Railway

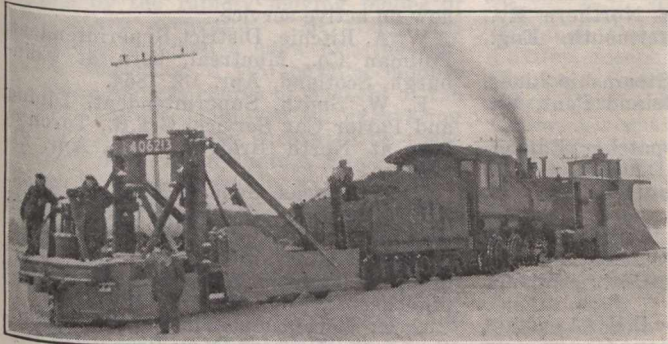


Fig. 1. Snow Plough and Spreader.

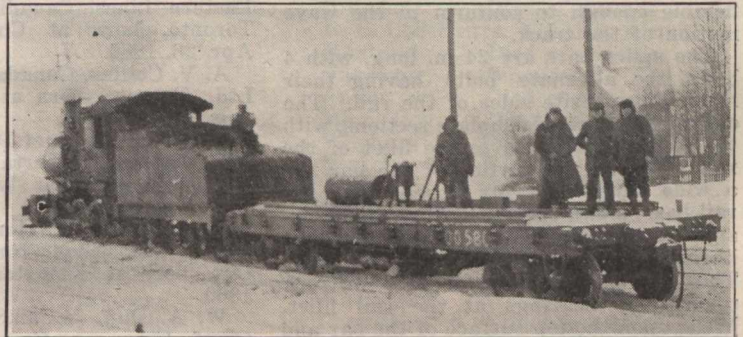


Fig. 2. Air Operated Ice Cutter.

the Kaministiquia River, where over 1500 cars of snow were dumped during the winter.

Fig. 5 shows cyclone snow blower for cleaning out loose or soft snow from the switches and leads. This is an invention of D. McIntyre, the Roadmaster of the Terminals. It is an ordinary fan attached to motor car, and having swinging spout so that it can be swung to either side of the track. Mr. McIntyre hopes to improve on this, so as to affect a big saving next winter.

and 200 are now engaged. They have been organized and work under the supervision of Mrs. J. W. Bell, wife of the superintendent of the Windsor St. Station. Each woman has a locker in which she places her overalls and cap. At the outset it was difficult to induce some of the women to take kindly to the garments which tradition had marked out as male preserves, but after a little while every woman found these working dresses were more convenient than skirts. The overalls have three distinct recom-

Commissioner, in view of the fact that the transportation situation is somewhat unsatisfactory owing to a shortage of men, applied recently to the National Service Board, for a list of experienced men not working at their trades. As a result the names of from 500 to 600 such men were supplied him, and he transmitted them to railway companies requiring such assistance. The men had all expressed their willingness, in the interest of national service, to undertake any duty in Canada which might be neces-



Fig. 3. Removing Snow Between Tracks.

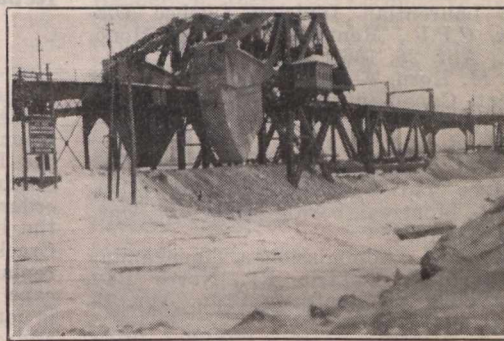


Fig. 4. Kaministiquia River Swing Bridge.

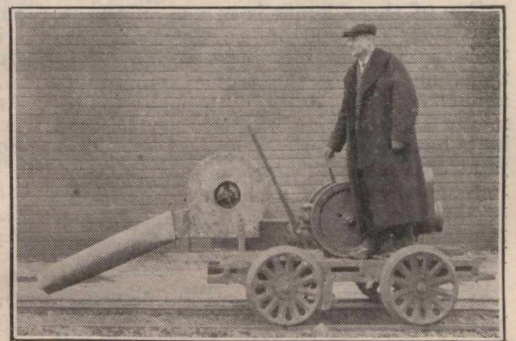


Fig. 5. Cyclone Snow Blower.

Customs Arrangements to Facilitate Coal Movements.

The Board of Railway Commissioners passed general order 182, Feb. 16, as follows:—Upon its being represented to the board that the movement of bituminous coal from the United States to Canada is delayed at the frontier for custom clearance, and that such delay can be obviated by the coal being entered for duty at interior ports of entry or outports; and upon reading what has been filed by the Commissioner of Customs stating that no objection exists to such obviation, although the coal may be billed for customs clearing at the frontier, it is ordered that railway companies be permitted to forward bituminous coal from the United States, billed for clearance of

mendations: they are tidy, sanitary, and safe, allowing their wearers to move amongst the machines without danger of being drawn into machinery clutches.

The women work on the piece system, and they are paid at the same rate as the men. They work among the men with the harmony that prevails in offices where there are male and female clerks. In the Angus shops the women are to be found sweeping, coach washing, coach painting, working on drills, at lathes, at various kinds of machinery, filing and drilling in the brass shops, brass polishing, operating nut-tapping machines, cleaning dynamos in the electrical department, assisting in the steamfitting centre, and making mattresses and pillows. No woman is asked to do heavy work.

The women take the provisions for

sary, having regard to conditions created by the war.

The Engineers in the War.—Capt. D. M. Mathieson, of the Canadian Engineers, who went overseas with the first contingent mobilized at Valcartier, Que., in 1914, and who spent 17 months in Belgium and France, principally in the Ypres region, addressed the Canadian Society of Civil Engineers, Toronto Branch, on Mar. 9, giving a most interesting description of the Canadian Engineers' organization and of their work at the front, dealing particularly with trench construction as well as with the other multitudinous duties.

Alleged Embezzlement.—A. E. D. Stewart, ticket agent, Chicago, Milwaukee & St. Paul Ry., Vancouver, B.C., was committed for trial recently on charges of theft of \$2,698.96.