

1909: "Efficient handling of this involves the work of both the engineer and fireman, and to our minds constitutes one of the most, if not the most important element in fuel economy. The question of running an engine in order to get most economic results involves the work of both engineer and fireman, and is so important from that point of view, that we shall introduce this portion of the subject by making the following statement: An engine may be built of the very best material, and of the most approved design, mechanically perfect, with all the modern conveniences to assist in its perfect manipulation, and you place that engine in the hands of an incompetent engineman, and you have almost nullified the combined expert mechanical skill necessary to turn out the finished product; we think you will all agree it is most important that the finished machine should have skillful operation."

While the above is true, there is little accomplished unless those who have to do with the handling of orders, station work and the like, understand that fuel consumed when delays are taking place is wasteful, and that the responsibility rests on someone; this, along with fuel unnecessarily burned at terminals when the locomotive is in the hands of shop staff, tends to lessen the interest of enginemen, since they are responsible in all such cases for excessive fuel consumption, over which they have practically no control. No case of this kind should be allowed to pass unnoticed, for when enginemen are thus assured that interest is being taken elsewhere than in the engine cab, it will become an incentive for them to be on the alert and prompt in the discharge of their respective duties, and thus create the desire to establish a record for their district that will outclass all others on their system.

The fireman of to-day may be looked upon as the engineer of the future. He should have in mind his ideal of what constitutes a successful engineer. He is, of course reminded by the more extensive examinations he is called upon to write up, of the increasing importance of giving attention to his business, and to what will be expected of him as advancement takes place. By close attention he will hear the name of some particular person in his line being continually mentioned by the engineers as one who can be depended upon under all conditions to do a good job; requests from engineers on most important runs will be made to foremen for this class of man. A man of this kind becomes known, his opinion is valuable, and is sought by those in charge and also by his associates in cases of dispute; in cases of discussion and arguments pertaining to subjects for advancement in his line of business his remarks are listened to with interest, and by his example he discourages thoughtless expressions which are disloyal, and neither good for the employee nor the company. It should then be worth his while to locate this type of fireman, get in touch with him, and gain all the good points possible, always realizing he has to handle one of the greatest items of cost in the business of transportation. I will here again, with your permission, refer to the statement made by R. Quayle, at the recent Master Mechanics' convention, in which he says: "We will suppose the fuel is all right, the specifications are all right, the purchasing agent is all right, and the delivery on the ground is all right. I made this statement to 22 locomotive firemen within the last two weeks, that I would select 100 locomotive firemen on the C. & N. W., and I would guarantee that if I had every other man on the railway equally as good firemen as the 100 I could select, that I could save easily \$500,000 a year in fuel."

The importance, therefore, of familiarizing himself with just what can be got from one scoopful of coal properly ap-

plied is something for serious consideration, and will eventually result in the fireman's ability, rather than his seniority, being the cause for his being selected for important runs or promotion. In going into the fuel question, I find I have gone a little outside of the terminal switch, but the importance attached to this particular item, and what it is possible to accomplish by constantly keeping before all concerned what this account means to a company, is the only excuse I have to offer.

I would also beg leave to touch on the importance for the necessity of friendly co-operation between the two departments responsible for the handling of terminal traffic. I feel satisfied that a hearty co-operation of the trainmaster and the locomotive foreman, at the terminal with which they are together identified, would make a freight blockade next to impossible, and this combination along with proper equipment, efficient help, and intelligent supervision, are, in my opinion, what may be considered as the essential factors required for successful locomotive dispatching.

The foregoing paper was read before the Canadian Railway Club recently.

Telephone Dispatching on the C.P.R.—

Our September issue contained a paragraph stating that during August the equipment of several telephone circuits was completed on the C.P.R. system, among others one from White River to Fort William, Ont., 251 miles, and that the same had been placed in use for dispatching trains. A C.P.R. official at Fort William informed us that this was not quite correct, and stated that between White River and Fort William the dispatching was being carried on by telegraph, but that telephone wires had been strung, so that in case of an accident on the line, engineers or conductors could attach a telephone to the wires and get into touch with the dispatcher. We were officially advised Oct. 2 that the item referred to in our September issue was practically correct; that trains were being handled by telephone between White River and Pearl, the latter point being 215.2 miles west of White River and only 28.5 miles east of Fort William, and that the balance of the line to Fort William would be dispatched by telephone within a short time.

Railways Lands Patented.—Letters patent covering Dominion lands in Manitoba, Saskatchewan, Alberta and British Columbia, were issued during July, as follows:—

	Acre.
Canadian Northern Ry.	1,247.01
Canadian Pacific Ry. grants . .	161.00
	1,408.01

The board of conciliation appointed to enquire into points at issue between the Government Railways Managing Board and the Intercolonial Ry. roundhouse employees at Halifax, N.S., consists of Sir George Garneau, Chairman; J. H. Gilmour, Brockville, and A. C. R. Moshier, Halifax.

J. S. Dennis, Assistant to the Second Vice President C.P.R., speaking in reference to the Company's Bow River irrigation project, stated recently, that at the close of 1908, 1,150 miles of canals and ditches were completed, and during this year, 500 additional miles would be completed, making a total of 1,650 miles of waterways in the western section, and providing water for 350,000 acres. The surveys indicate that about the same amount of canals and ditches will be required for each of the other sections, so that when the scheme is fully completed, there will be about 5,000 miles of waterways, constructed at a total estimated cost of \$9,000,000.

November Birthdays.

Many happy returns of the day to—
J. O. Apps, General Baggage Agent C.P.R., Montreal, born at Tara, Ont., Nov. 9, 1877.

A. B. Atwater, Assistant to Second Vice President and General Manager G.T.R., for lines west of Detroit and St. Clair Rivers, Detroit, Mich., born at Sheffield, Ohio, Nov., 1845.

W. F. Brougham, Local Right-of-Way and Lease Agent C.P.R., Vancouver, B.C., born in Westmoreland, Eng., Nov. 25, 1865.

G. B. Burchell, General Manager Maritime Coal, Ry. and Power Co., Joggins Mines, N.S., born at Sydney, N.S., Nov. 1, 1877.

M. J. Butler, C.M.G., Deputy Minister of Railways and Canals, Ottawa, born at Deseronto, Ont., Nov., 19, 1856.

J. R. Cameron, General Superintendent Canadian Northern Ry., Winnipeg, born at Truro, N.S., Nov. 5, 1865.

L. D. Chetham, City Ticket Agent C.P.R., and District Passenger Agent Esquimalt and Nanaimo Ry., Victoria, born at Matlock, Eng., Nov. 5, 1869.

F. H. Clendenning, Assistant General Freight Agent C.P.R., Pacific Division, Vancouver, B.C., born at Montreal, Nov. 9, 1881.

F. Conway, acting General Superintendent Kingston and Pembroke Ry., Kingston, Ont., born at Ernestown, Ont., Nov. 19, 1850.

C. W. Cooper, Assistant General Passenger Agent Canadian Northern Ry., Winnipeg, Man., born at Montreal, Que., Nov. 16, 1868.

W. L. Creighton, Advertising Agent Intercolonial Ry., Moncton, N.B., born at Derby, Eng., Nov. 9, 1871.

W. Cuthbert, Fuel and Tie Agent G.T.R., Montreal, born at Longueuil, Que., Nov. 9, 1856.

W. Downie, General Superintendent C.P.R. Atlantic Division, St. John, N.B., born at Rock Currie, Ireland, Nov. 12, 1850.

Jos. Dubrule, Jr., Manager Canadian Pacific Car and Passenger Transfer Co., Prescott, Ont., born at Spencerville, Ont., Nov. 14, 1872.

Grant Hall, Superintendent Motive Power, C.P.R. Western Lines, Winnipeg, born at Montreal, Nov., 1863.

C. R. Hosmer, director C.P.R., born at Coteau Landing, Que., Nov. 12, 1851.

J. McGillivray, Superintendent Inverness Ry. and Coal Co.'s lines, Inverness, N.S., born at Nairn, Scotland, Nov. 13, 1867.

T. E. Martin, Local Freight Agent, C.P.R., Quebec, Que., born at Beauharnois, Que., Nov. 23, 1852.

C. Murphy, General Superintendent Eastern Division C.P.R., Montreal, born at Prescott, Ont., Nov. 20, 1865.

F. Nicholls, Vice President Toronto Ry., director Canadian Northern Ry., born in England, Nov. 23, 1856.

H. P. Sharpe, General Agent Dominion Express Co., Toronto, born at Brockville, Ont., Nov. 24, 1864.

G. H. Shaw, Traffic Manager Canadian Northern Ry., Winnipeg, Man., born at Smith's Falls, Ont., Nov. 25, 1859.

J. S. Sheppard, Contracting Freight Agent C.N.R., Winnipeg, born at Teeswater, Ont., Nov. 27, 1881.

F. M. Spaidal, General Superintendent Canadian Northern Quebec Ry., and Quebec and Lake St. John Ry., Quebec, born at Gananoque, Ont., Nov. 13, 1858.

J. Sparks, Assistant General Baggage Agent C.P.R. Western Lines, Winnipeg, Man., born in London, Eng., Nov. 25, 1874.

H. P. Timmerman, Industrial Commissioner C.P.R. Eastern Lines, Montreal, born at Odessa, Ont., Nov. 6, 1856.

H. E. Whittenberger, Superintendent Eastern Division G.T.R., Montreal, born at Peru, Ind., Nov. 9, 1864.