

the British party. Then they picked up what rifles they could and joined fortunes with the battalion that rescued them. All that night—they volunteered for the job—the railwaymen took their turn in the trenches, and at dawn were in the thick of another great Hun attack. When the roll was called later in the day 20 men were missing. That evening they came back to their officer, weary, but smilingly happy. They had had the time of their lives, they explained. They had volunteered to join an English battalion in the attack that gave us back Lavacquerie.

"In another part of the hard pressed line some overseas construction men completed a line of railway into a village that has figured largely in the present operations, and each night not only mended scores of breaks under cover of darkness, but all night long loaded wounded on their work train and brought them around to the ambulance railhead. It meant about an hour's trip on a fairly smooth roadbed for the casualties instead of two or three hours' jolting in motor ambulances over rough roads. In addition to running his locomotive, the locomotive man kept a huge cauldron of tea boiling on his tender. Not until after the great rush was over did an unlucky shell put the train out of business.

"These Canadian railwaymen showed they could fight as well as they could build, and special congratulations have been given them from headquarters."

The Arbitration on the Value of Canadian Northern Railway Stock.

The arbitration board to determine the value of 600,000 shares of C.N.R. stock (par value \$60,000,000), 510,000 shares of which are owned by Mackenzie, Mann & Co., Ltd., and pledged to the Canadian Bank of Commerce as collateral, opened in Toronto, Jan. 28, the arbitrators being Sir Wm. Meredith, Chief Justice of Ontario, representing the Dominion Government; Wallace Nesbitt, K.C., of Toronto, representing Mackenzie, Mann & Co., and the Canadian Bank of Commerce; and Mr. Justice R. E. Harris, of Halifax, formerly President, Nova Scotia Steel & Coal Co., who was selected by the other two arbitrators to be the third arbitrator. The following counsel appeared: For the Dominion Government, W. N. Tilley, K.C., Toronto; Gerard Ruell, Chief Solicitor, C.N.R.; and E. E. Fairweather, Solicitor, Railways Department, Ottawa. For the Canadian Northern Ry., F. H. Phippen, K.C., General Counsel, Toronto; and O. H. Clarke, Western Counsel, Winnipeg. For Mackenzie, Mann Co., McGregor Young, K.C., Toronto; and Pearce Butler, Minneapolis. For the Canadian Bank of Commerce, I. F. Hellmuth, K.C., Toronto, and A. M. Stewart. It was announced that regular sittings would commence in Toronto on Feb. 4.

The agreement, under which the arbitration is proceeding, was entered into Oct. 1, 1917, between the King, represented by the Ministers of Finance and of Railways and Canals, Mackenzie, Mann & Co., Ltd., and the Canadian Bank of Commerce. Under authority of the act passed at the Dominion Parliament's last session providing for the acquisition of the C.N.R.'s capital stock, the arbitrators are to determine the value of the 600,000 shares as at Oct. 1, 1917, and may consider the reproduction cost of the C.N.R. system, but shall not include therein any increase in value, due to the war, of labor,

material, or of property. Should the value of the 600,000 shares be determined as \$10,000,000 or more, the price to be paid therefor shall be \$10,000,000, but if the value determined shall be less than \$10,000,000 the value so determined is to be the price to be paid. The arbitrators' decision is to be final, if unanimous, but if not unanimous is to be subject to appeal as provided in the act. The award is to be made by Mar. 1, or within such further period as the parties to the agreement may agree upon. The price determined is to be paid by the government within three months from the receipt of the award, less its proportionate share of the amount of any liabilities ascertained by the government to be outstanding against the C.N.R. system or any of its constituent companies, and undisclosed to, or in excess of the liabilities disclosed to, the arbitrators, apart from liabilities which will be properly chargeable to capital account, unless the corresponding value produced thereby has been taken into consideration as an asset of the company.

The agreement provided that immediately after its execution, at least five-sixths of the 600,000 shares be transferred to the Finance Minister, free of all encumbrances. Sixteen thousand shares, par value \$1,000,000, deposited with the British Columbia Government as security for contracts made by the Canadian Northern Pacific Ry. with that government were to be transferred to the Finance Minister on an order from the owners. Unless the whole 600,000 shares are transferred to the Finance Minister, the Governor in council may declare any shares not transferred to be so transferred, and until all the shares are transferred the Dominion Government may retain, out of the purchase price decided by the arbitrators, the pro rata value of such shares, to be paid over as they are transferred.

The arbitrators have power to employ such legal, engineering or other professional or expert assistance as they may require, the cost thereof to be part of the arbitration costs.

Freight and Passenger Traffic Notes.

Observation cars have been discontinued on transcontinental trains.

The Canadian Northern Ry. gave notice in Winnipeg, Jan. 23, that the excursions announced to be run during February to the Pacific Coast had been cancelled.

Owing to the entrance of the Northern Pacific Ry. into the Great Northern Ry. station at Vancouver, exchange of traffic between the N. P. R. and the C. P. R. is now made there, instead of at Sumas, B.C., as prior to Jan. 1.

A. H. Sperry, General Manager, Pacific Great Eastern Ry., Vancouver, was reported to have said Jan. 17, that there was no foundation for the report that it was proposed to suspend the operation of trains on this railway permanently.

The Grand Trunk Pacific Ry. started recently operating two fast freight trains a week between Prince Rupert, B.C., and Edmonton, Alta. A daily fast freight train service is maintained between Edmonton and Winnipeg.

The Great Northern Ry. put in operation a reduced train service between Vancouver, B.C., and Seattle, Wash., Jan. 1, only one train a day being run in each direction as against two a day each way previously.

The Canadian Government Railways steamboat Champlain has resumed ser-

vice between Riviere Ouelle wharf and Murray Bay, and will make one trip a day in each direction during the winter, weather conditions permitting.

The Pacific Great Eastern Ry., owing to a number of land slides, has practically suspended train service between Squamish and Lillooet, B.C., and it is expected that it will be several weeks before the line is reopened for traffic.

Under the Intercolonial Ry. timetable, which went into effect Jan. 6, the Ocean Limited does not run on Sundays, being replaced by the Maritime Express, which thus becomes a daily train. A Moncton dispatch of Jan. 22, stated that a number of changes from this timetable would be made Jan. 25, 26, and 27.

H. E. Beasley, General Superintendent, Esquimalt & Nanaimo Ry., Victoria, B.C., is reported as saying on Jan. 11, that at a conference of railway officers recently it was decided that there would be no change of the existing double daily train service over the company's tracks out of Victoria.

The Burlington, Ont., Town Council on Jan. 15, passed a resolution inviting the Hamilton City Council's co-operation in a proposal to compel the G.T.R. to operate a passenger train service over the Burlington Beach section of its line. This service was abandoned some years ago, when the Hamilton Radial Ry. began operations.

The C.P.R., beginning Jan. 6, reduced its service in the Okanagan valley, from Penticton to Sicamous, by lake and rail route from daily to tri-weekly. The people of the valley, however, are able to leave for the coast daily, as on the other three days a week the steamboat makes connections at Penticton with Kettle Valley Ry.

In connection with the reduction of passenger train service it was reported Jan. 15, that arrangements had been made for the abandonment for the present of the Kettle Valley Ry.'s Coquihalla Valley route. Special coast Kootenay cars will be attached to the express leaving Vancouver each morning. From Spences Bridge they will be taken by K. V. R. train to Nelson, reaching Penticton presumably late at night. Westbound service will be given the same connection. Trains from the coast will reach Penticton at 1 a.m.

Standard Clearances.—The Board of Railway Commissioners issued the following circular Jan. 21: "The board is considering the advisability of establishing a standard distance between track centres, for the construction of divisional points, terminal sorting yards, and sidings, which will provide a safe and satisfactory clearance for the movements of trainmen and yardmen in the performance of their duties. Railway companies are requested to file their views upon the matter within 30 days from this date, stating what clearance, in their opinion, would provide the necessary room between moving cars for the men referred to while carrying on their work."

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

	Acres.
Calgary and Edmonton Ry.	2,799.65
Canadian Northern Ry.	1,276.00
General Canada Ry.	39.27
Grand Trunk Pacific Ry.	1.96
Kootenay Central Ry.65
Qu'Appelle Long Lake and Saskatchewan Rd. and Steamboat Co.	3,426.82
Total	7,544.35