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Index to Canadian Railway and Marine World for 1913.

At the end of this issue is a very complete index to the contents of the volume for 1913, which, as in former years, will doubtless be fully appreciated by the large number of subscribers who bind Canadian Railway and Marine World for reference purposes.

Even a casual glance over the six pages of closely printed matter will show the tremendous range of subjects covered and the thorough manner in which this paper represents the entire transportation interests of the whole Dominion, steam railway, electric railway and marine, as well as the subsidiary express and telegraph interests and railway and canal contracting work.

Each succeeding year sees an increase in the quantity of matter published, an improvement in its quality, and a rigid adherence to the policy of accuracy which the publishers consider as one of their most valuable assets.

We are thankful to be able to repeat what we said last year in regard to the state of business, which was most satisfactory with us during 1913. The receipts from advertising steadily increased and there was a marked advance in circulation. During the past three years the average increase in circulation each year has been larger than in any previous year in the paper's history, except the year of its establishment, 1898; the number of discontinuances was again very small indeed, and the present condition of the subscription list justifies the statement, after most careful enquiry as to the circulation of other publications, that there is no other transportation paper, published in any country, which has so large a circulation as Canadian Railway and Marine World, in proportion to the population of the country of publication. The evidence in support of this statement is at the disposal of our advertising customers.

Our circulation embraces all classes of transportation officials and reaches over 90% of all the officials who have any buying power, being especially strong among the mechanical, engineering, operating and maintenance of ways officials. Advertisers who use our columns therefore know that they are covering the entire field and that no other advertising is necessary to reach any portion of it.

Our subscription lists are open for inspection by present and prospective advertisers at any time.

Report on Enquiry Into National Trans- continental Railway Construction.

The report of the commissioners appointed to enquire into matters connected with the construction of the N.T.R., G. Lynch Staunton, K.C., of Hamilton, Ont., and F. P. Gutelius, M. Can. Soc. C.E., now General Manager Canadian Government Railways, was submitted in the House of Commons, Feb. 12, but has not yet been printed and distributed. The report is very voluminous and concludes as follows:—

"We find that the N.T.R. Commission, the Grand Trunk Pacific Railway, and those having charge of the construction of the railway, did not consider it desirable or necessary to practise or encourage economy in the construction of this road. We find that, without including the money which was unnecessarily expended in building the railway east of the St. Lawrence River, \$40,000,000 at least was needlessly expended in the building of this road."

S. N. Parent, ex-chairman of the Commission, has issued a reply to the report,

which will doubtless be fully discussed in Parliament, as it already has been in the political press.

The Minister of Railways stated, Feb. 18, that the total cost of the investigation was \$63,388. Of this Mr. Gutelius received \$27,465, and Mr. Lynch Staunton \$24,038. Other official services, expenses and reporting cost \$11,885.

Safety First on Canadian Government Railways.

F. P. Gutelius, General Manager, has issued the following circular: "It has been decided to introduce the safety first movement on the Canadian Government Railways. This movement, now in effect on many important systems, presents a practical plan for the cooperation of officers and employees in the discovery and correction of unsafe conditions and practices which might cause injury. J. E. Long, Safety Engineer, has been engaged to install the necessary organization. His headquarters will be at Moncton, and he will report to the General Manager. In order that all concerned may understand the nature and purpose of this movement and be prepared to work together to the best advantage, Mr. Long will hold safety meetings at important centres, at which he will explain the plan of procedure in detail and also deliver addresses, illustrated by stereopticon views, from original photographs, showing unsafe conditions and practices. Notice of the time and place of these meetings will be given, and we hope that every employee, in every branch of the service, will avail himself of the opportunity to attend. The address and illustrations will be highly interesting and at the same time most practical and instructive. At a later date Mr. Long will organize on all divisions and at principal shops safety committees composed of officers and employees. He will also make inspection of the shops, yards and terminals and confer with, advise and assist officers of the various departments in matters pertaining to safety. The safety movement has for its sole purpose the prevention of injuries, in which everyone should feel a personal interest, and we trust that every officer and employee of this system will give to this movement his hearty support and cooperation."

National Transcontinental Railway Coal- ing Stations.

A contract has been let by the N.T.R. Commission for 200-ton mechanical coaling plants at Monk, Quebec, Fitzpatrick, Parent, Doucet and O'Brien, to the Roberts and Schaefer Co., Chicago, Ill. A condition of the contract is that all the structural work possible must be fabricated in Canada.

The first standard coaling plants on the N.T.R. were of the inclined dock type, that at Cochrane, Ont., being described in Canadian Railway and Marine World for March, 1913. Since then, the standard has been changed to the mechanical type, the plants just contracted for being of this type, which consists of an elevated concrete box structure, 22 ft. square, supported on 6 columns, the box being divided into two sections. The bottom of the box structure slopes towards the track side, with two coaling tracks, one along that side and the other underneath, with a chute to each. To the rear, there is a pit, over which the coal car is run, coal being elevated from the pit into the concrete hopper above by an elevator system. A corrugated iron sand box is attached to the side of the coal box.