

Standard Steel Pilot for Canadian Pacific Locomotives.

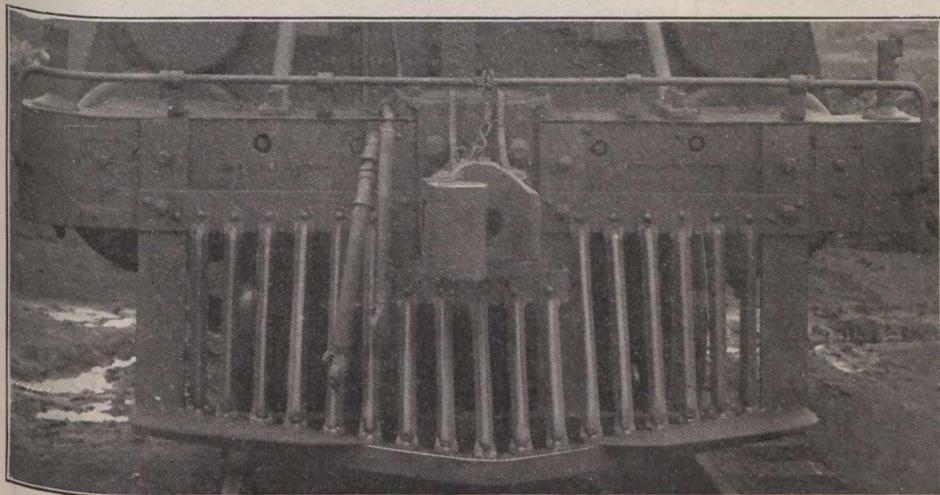
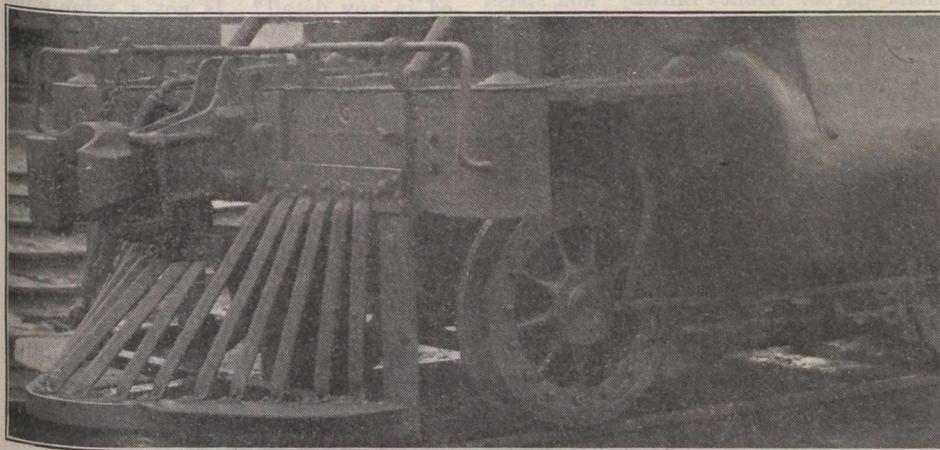
The accompanying illustrations show a standard steel pilot applied to a C.P.R. Pacific type passenger locomotive, which

missioners, also copy of order in council Oct. 21, 1916, appointing W. M. Acworth, in place of Sir George Paish resigned. The return also contained a copy of a memorandum issued by the Prime Minister in Sept., 1916, making public a letter written him by Sir Henry Drayton on

commission. All of the documents mentioned were published in Canadian Railway and Marine World from time to time. The return did not contain any information as to the commissioners' remuneration or the names of the persons employed by them and the remuneration paid such persons.

C.P.R. Scholarships at McGill University.

George Bury, Vice President, C.P.R., has issued the following circular:—Three free scholarships, covering four years tuition in chemistry, civil, mechanical or electrical engineering at McGill University, are offered, subject to competitive examination, to apprentices and other employes enrolled on the company's permanent staff and under 21 years of age, and to minor sons of employes. The competitive examination, which will be the regular entrance matriculation examination provided for in the University's annual calendar, will be held at the University, Montreal, and at other centres throughout Canada, in June. The candidates making the highest average and complying with the requirements of admission will be awarded the scholarships and have the option of taking any of the above courses. Scholarship will be renewed from year to year, to cover a period not exceeding four years, if, at the close of each session, the holder thereof is entitled, under the rules, to full standing in the next higher year. In case a scholarship holder finds it necessary to interrupt his course for a year or more, notice must be given at the close of the session to the company and to the Dean of the Faculty of Applied Science of the University, in order that the scholarship may be open to other applicants. In order to establish prior claim to the next available scholarship, notice of the students' intended return must be given to the company to the Dean not later than Jan. 1 preceding the opening of the session in which such scholarship will be



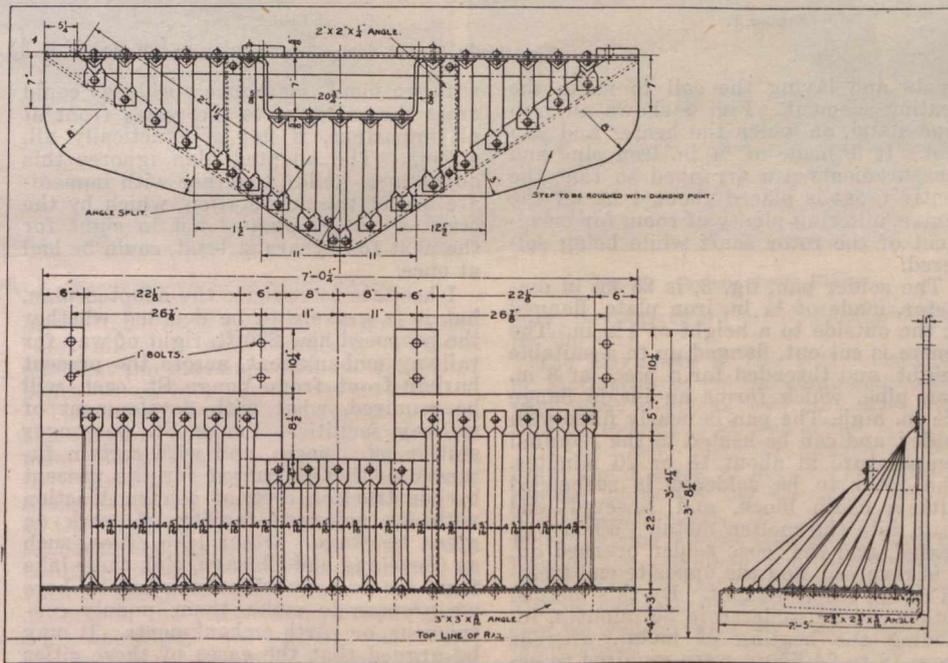
Pilot on Pacific Type Passenger Locomotive, C.P.R.

is simple, but strong and inexpensive to manufacture and apply, giving a very neat, substantial appearance. The bars are made of old boiler tubes, which are put through a set of rollers and rolled into triangular shape, so that they resemble the ordinary slat used with a wooden pilot. The rolling is done cold. The bars are flattened and bent at each end to the proper angle to suit their location in the pilot. They are fastened to the pilot frame and nosing by 1/2 in. rivets. The nosing is made of 3 in. x 3 in. x 5/16 in. angle, and the frame of flat steel bars.

Commission of Enquiry Into Railway Situation.

On motion of Sir Wilfred Laurier, the House of Commons, on Jan. 31, ordered a return of copies of all correspondence respecting the appointment of a commission to investigate the financial and economic condition of Canadian railways, showing the names of the commissioners and the rate of their remuneration, along with the names of the secretaries and engineers appointed by them or by the commission, and the rate of their remuneration.

On Feb. 6 the Minister of Railways presented to the House, a return containing a copy of order in council of July 13, 1916, appointing A. H. Smith, Sir Henry Drayton and Sir George Paish, as com-



Details of Pilot on Pacific Type Passenger Locomotive, C.P.R.

Sept. 19, 1916, and also a letter from the Canadian Society of Civil Engineers council, written on Sept. 7, protesting against the employment of aliens by the

available. Applications for certificates entitling eligible persons to enter the competition should be addressed to C. H. Buell, Staff Registrar and Secretary,