

No. 4. That recognizing the many dangers and the liability of accident in running over portions of the railway unknown to the engineer, that a practical and competent engineer familiar with the road about to be run over be placed upon the locomotive in addition to the regular engine crew.

No. 5. That owing to the very fatiguing nature of our occupation and the constant demand for vigilance necessary for the faithful performance of our duties as locomotive engineers in handling the commerce of the country and the lives of its citizens, it therefore follows that we would be provided with clean, comfortable and sanitary quarters where we may be assured of uninterrupted repose and quiet in order to prepare ourselves for our important duty.

Many terminals, we regret to say, are absolutely unprovided for in this respect. As a class we do not desire to patronize or frequent places where intoxicants are sold, and we therefore ask that the railway companies be required to establish suitable quarters at all terminals as above mentioned.

No. 6. That owing to the absence of land marks in many of the localities in which our men are employed and as a guide to inform them of their exact whereabouts in approaching stations, it was unanimously decided to recommend to your honorable body that a large sign-board be placed one mile outside of yard limit.

No. 7. That the matter of the removal of all snow-cleaning devices which was referred to your honorable body in 1903 be again brought to your attention, as we are firmly of the opinion that such devices should have no place on a locomotive, with the exception of the steel pilot plough now used by the C. P. R. in the mountain districts of British Columbia. These ploughs do not project above the buffer-beam nor do they touch the rail, and are considered a reinforcement to the pilot.

No. 8. That we respectfully request the Board of Railway Commissioners to take such action as they may deem advisable to have suitable inspection supplied for all wooden bridges.

No. 9. That the attention of the Board of Railway Commissioners be called to the fact that many of the modern engines now being built and used in Canada are totally devoid of any sense of comfort or convenience for the men who are obliged to spend the greater part of their time on them. Everything is apparently sacrificed in order to make them as huge and powerful as possible. As most of them carry at least 200 lbs. pressure per square inch, it means that the men who handle them are separated by only a few inches from a temperature of 387 degrees of heat.

To get into position to handle these monsters, the engineer is obliged to climb over obstructions in the shape of different parts of the equipment and wedge himself in the narrow space between the side of the cab and the boiler. Should the engine run off the track and turn over the engineer has not the slightest chance of escape and would likely be crushed and scalded to death.

Further, that we respectfully ask the Board that they give this matter their most earnest consideration and endeavor to place some limit on the size of boiler and cab that will allow for ample room and breathing space. The appliances for operating the engines are not infrequently placed in such very awkward positions that the engineers are at a disadvantage in cases of great emergency.

Water-glasses, steam-gauges, air-gauges and lubricators, which require almost constant observation, are often found so inconveniently located that the engineer's attention is too long diverted from the track and signals.

No. 10. That owing to the unclean condition of the working parts, especially that portion under the boiler and between the frames, and the liability to accident by the engineer in attempting to crawl under the engine, between the wheels, to inspect his locomotive, the Board recommends that the engineer be held responsible only for such defects as may be reasonably

detected from the outside, and in addition to the inspection by the engineer the engines shall also be inspected by a competent inspector at all railway terminals, and the engineer not held responsible for any defects which the inspector may find.

No. 11. The Board was of the opinion that as the safety of life and property depends upon the sight and judgment of the men who guide the traffic and having practical knowledge of the inability, under certain conditions, to obtain more than a partial view of the track and signals, such protection should be afforded as would enable the engineer to, at all times, have a clear and uninterrupted view ahead. Having examined a model of the "Quirk Storm Guard or Protector," and heard the endorsement of one who had used it, they were unanimous in the proposal of recommending to the management of the several Canadian railways a trial of the "Protector."

The patentee, Mr. T. J. Quirk, 183 East Front Street, Dunkirk, N.Y., will be glad to furnish sketches or any information desired.

No. 12. That owing to the fact that not infrequently an employee of the railway company is injured through no fault of his own, and the railway company's officials eventually refer him to their claims agent, who usually requests the employee to wait until such time as he is completely recovered before making a settlement, thus requiring him in many cases to become indebted for the necessities of life for himself and family. The Board therefore agree unanimously to request that monthly payment of a sum at least equal to that which he would have earned, should be made to injured employees.

REDUCING THE COST OF TELEPHONE SERVICE.

Anything that means the throwing open to the general public of first-class telephone service at rates which the general public can afford to pay, is of more or less immediate interest to telephone users, and to non-subscribers who would like to be users, all over the country. From this point of view the scheme of rates and the basis of rate regulation adopted by the Massachusetts Highway Commission, and made public on August 24 as its official recommendation for the Boston and suburban telephone district is of much more than local importance. The investigation by the Massachusetts Commission has occupied three years and a half, and the result has been to demonstrate that in the Boston district, and presumably in many other cities and towns, the small user of the telephone has been overcharged for the service he receives in order to balance on the company's books the waste caused by excessive use on the part of subscribers under various flat rates for unlimited calls.

The question of rates in the Boston district was brought up by various complaints filed with the commission nearly four years ago. In order to eliminate innumerable questions of fact which were in dispute, it was agreed by all parties that it was desirable to have the books of the telephone company examined by an impartial, disinterested and reliable accountant. Following this examination of the books, it became clear that an inventory and appraisal of the telephone company's entire property must be made before there could be any adequate basis for the adjustment of rates. This appraisal, which was most minute, showed that the replacement value of the company's property was nearly 20 per cent. in excess of the par value of all the certificates of indebtedness outstanding. This result disposed of the charges that the company was overcapitalized. After referring to this and other of the earlier steps in its investigation, the Commission in its finding of last week says:

"The preliminary studies indicated that a reduction of from \$300,000 to \$400,000 could be made in the net yearly in-