

### G. T. R. HAS SUPERINTENDENT OF TRANSPORTATION.

Mr. J. E. Duval has been appointed General Superintendent of Transportation for the Grand Trunk Railway System.

Mr. Duval began his railway career as night operator on the Grand Trunk at Detroit. He joined the Canada Atlantic Railway (afterwards taken over by the Grand Trunk) as train dispatcher at Ottawa, leaving that line to accept the position of inspector of accidents with the Board of Railway Commissioners of Canada. After two years with the Railway Board he was called upon to organize the Canadian Car Service Bureau, a clearing house for all demurrage matters in the Canadian territory east of Port Arthur. Mr. Duval was manager of this bureau for eight years, resigning to accept the position of general superintendent car service, Grand Trunk System in 1913.

### WOMEN REPLACE MEN.

Women are replacing men at the Angus Shops of the C. P. R.

These workers were organized by Mrs. Bell, the wife of Mr. J. Bell, the superintendent of the Windsor street building. They were carefully selected, and brought under shop regulations. They have done splendidly, and hold out the promise that women may undertake a variety of employments supposed to be the prerogative of men. The shops are turning out munitions, of course; but they are also building and repairing, and in connection with light duties in these regards the women do finely. The matter has now got beyond the experimental stage. The women are an economic factor to be reckoned with. They are adaptive, keen, taking an interest in their work, which they carry out with vim and enthusiasm. The Grand Trunk shops also employ women—comparatively few, far, but the superintendent is adding to the number. By and by women will play an important economic part in the supplying of transportation service in this country. One outstanding feature which the C. P. R. points out is the zeal with which the women perform their duties.

### BRITISH EXPORTS FOR FEBRUARY.

Despite the unrestricted German submarine warfare, Britain's exports to U. S. during the month of February show a considerable increase over those of February a year ago. During February, 1917, exports from London to America reached the aggregate of \$11,061,276, as against \$12,371,166 for February, 1916, an increase of \$1,690,110. In January this year there was also an increase over the same month a year ago. Exports in 1917 were \$16,911,008, as against \$16,455,973 in January, 1916, or \$455,035 more.

### Book Review

#### Leading Public Corporation Cases.

(The Carswell Company, Limited, Toronto), by ex-judge H. A. Robson K. C. and J. B. Hugg Barrister is a valuable collection of over one hundred judicial discussions of important topics of municipal law dealing amongst others with ultra vires, compulsory purchase, compensation, franchises, misfeasance non-feasance, assessment, rates, taxation, tax sales, borrowing, procedure at meetings, contracts and responsibility of members of councils.

Not the least interesting feature of the cases is the opportunity they afford of examining side by side the considered work of representative English and Canadian judges.

#### A VALUABLE EXHIBITION.

An interesting and valuable exhibition is being arranged in the Shaughnessy Building, McGill street, Montreal, by Mr. A. D. Little, for the C. P. R., to show to what extent hydro-electro products and processes may enter into the industrial life of the country through classifications which embrace, among other things, light, heat and power. The Dominion, with its immense waterways, lends itself, or will lend itself, when properly organized, to the application of the exhibits, which will be on view in a few days.

When the war broke out the making of munitions in Canada would have been impossible, on a large scale, had it not been for hydro-electro. In the domestic, the industrial and the chemical domain the application of processes and products (which will be on exhibit), is almost infinite, and it will be the object of the staff to trace the ultimate expression of certain products back to hydro-electro as one traces a family tree. The object will be to show the relation of certain electro products to general industry.

#### \$250,000,000 WORTH OF WAR HORSES.

The official summary of foreign commerce for 1916, which has just been published by the Federal Government, at Washington, last week, contains a record of the largest export movement in horses and mules in the history of the world. Here are the figures for the three years embracing the period of the war to the end of 1916:

Year.	Horses.	Value.	Mules.	Value.
1914 . . . . .	92,923	\$ 17,461,687	9,771	\$ 1,675,130
1915 . . . . .	443,914	91,627,171	121,006	23,825,924
1916 . . . . .	287,413	62,752,826	134,461	28,009,048
Total . . . . .	823,350	\$175,041,684	265,238	\$53,510,102
	265,238	53,510,102		
Grand total . . . . .	1,088,588	\$228,551,786		

### ANCHOR-LINE DONALDSON LINE

#### PASSENGER SERVICE

Glasgow to Portland, Me.

also

Glasgow to St. John, N. B.

Portland to Glasgow

Halifax to Glasgow

For information as to rates and sailings apply to Local Agents or The Robert Reford Co., Limited, General Agents, 20 Hospital Street and 23-25 St. Sacramento Street, Montreal.

### CUNARD LINE

Canadian Service

LONDON TO HALIFAX

(Via Plymouth)

HALIFAX TO LONDON

(Calling Falmouth to land Passengers)

For particulars of sailings and rates apply to Local Agents or to The Robert Reford Co., Limited, General Agents, 20 Hospital Street, and 23-25 St. Sacramento Street, Montreal.

#### CHEAP TRAVEL.

The Grand Trunk and Canadian Pacific Railways are giving one cent a mile from all important boundary points with the idea of aiding the Government in its endeavors to get a supply of laborers to replace those who have gone to the front. It is hoped in this way to secure from the States many men who, though not suffering from unemployment, would be able to get better terms in Canada than in the States, at present. We need the labor; the Government recognizes this; and the C.P.R. and Grand Trunk are willing to make this concession in co-operation for a patriotic end. First class fare is three cents per mile, so that the concession is considerable. The new rate went into effect recently. The depletion of farm labor is felt in Canada, particularly in the West; and any measure which would bring in help would be appreciated. The railways are ready to co-operate at any time with the Government, for they have shown from the beginning a patriotic spirit, which has been generally commended.

#### WEEKLY RAILWAY EARNINGS.

With the exception of C.N.R., the final weekly figures (March 3) were lower than a year ago, but there were eight days in the period a year ago against seven this year. The figures for the last week were:

	1917.	Decrease, P.C.
C.P.R. . . . .	\$2,537,000	\$128,000 4.8
G.T.R. . . . .	1,139,386	34,713 1.9
C.N.R. . . . .	664,200	*16,600 2.5
Totals . . . . .	\$4,340,686	\$146,113 3.2

(\*)—Increase.

## TO INVESTORS

THOSE WHO, FROM TIME TO TIME, HAVE FUNDS REQUIRING INVESTMENT MAY PURCHASE AT PAR

## DOMINION OF CANADA DEBENTURE STOCK

IN SUMS OF \$500, OR ANY MULTIPLE THEREOF

Principal repayable 1st October, 1919.

Interest payable half-yearly, 1st April and 1st October by cheque (free of exchange at any chartered Bank in Canada) at the rate of five per cent per annum from the date of purchase.

Holders of this stock will have the privilege of surrendering at par and accrued interest, as the equivalent of cash, in payment of any allotment made under any future war loan issue in Canada other than an issue of Treasury Bills or other like short date security.

Proceeds of this stock are for war purposes only.

A commission of one-quarter of one per cent will be allowed to recognised bond and stock brokers on allotments made in respect of applications for this stock which bear their stamp.

For application forms apply to the Deputy Minister of Finance, Ottawa.

DEPARTMENT OF FINANCE, OTTAWA  
OCTOBER 7th, 1916.