

work, failure to perform which would be most likely to cause them trouble. In this way, fire protection is likely to suffer unless some specialized inspection is provided to see that it gets its reasonably fair share of attention. The provision of such inspection by the Railway Commission has unquestionably supplemented to a very valuable degree, the ordinary supervision by railway officials, on Dominion chartered lines. There is, however, no legal provision for such outside or supplementary inspection, so far as the Government Railways are concerned.

To a certain extent, this deficiency has been overcome through the expenditure of money by private and provincial government agencies, co-operating with the Government Railways management. Failing adequate action by the Dominion Government, which should have set the pace for the privately-owned lines, instead of the reverse, it became imperative that limit-holders and provincial governments in eastern Canada should protect their valuable timber properties by themselves undertaking work, very largely at their own expense, which privately owned lines are required by the Dominion Government (through the Railway Commission) to perform without cost to timber owners and provincial governments. The inconsistency and unfairness of this attitude on the part of the Dominion Government are, of course, perfectly obvious.

Thus, we see, in Ontario, the provincial Forestry Branch maintaining fire patrols along the Transcontinental, only one-third of the cost being reimbursed by the Department of Railways and Canals. There is no provision for an outside inspection of fire-protective appliances on engines, which has proven itself so valuable on private lines in preventing the occurrence of fires. The report of the Provincial Forester for 1917 states that 60 per cent. of the railway fires in the province during that year occurred along the Transcontinental, where the worst conditions exist. This proportion is twice to three times as high as it

should be, considering the total mileage of other lines.

In Quebec, the situation is very much the same. On the Transcontinental west of Parent, a special patrol is maintained by the Forest Service. East of Parent the patrol north of the St. Lawrence is maintained by the St. Maurice Forest Protective Association, and on the south shore by the Southern St. Lawrence Forest Protective Association. The Dominion Government pays one-third the salaries of the fire rangers on this railway patrol, the balance being borne by the associations and the Provincial Government jointly. The Government Railways management also furnishes gasoline and oil for the power speeders used on this patrol, co-operates in keeping the speeders in repair and maintains a fire-fighting tank car at Monk station.

In New Brunswick, the provincial Forest Service maintains a power speeder patrol through Forest sections along the Transcontinental and International railways, the Government Railways management paying one-third the salaries of the fire rangers in question, and co-operating along much the same lines described above. In this province, a special inspector of fire protective appliances on engines is given qualified inspectors of the provincial Forest Service. In this respect, developments here are in advance of those in Ontario and Quebec.

It is, of course, understood that the Government Railways management issues the usual standard instructions to section men and other regular employees relative to extinguishing fires, and also that the special patrols above referred to are regarded as necessary to supplement whatever the section forces may be able to do in this direction.

In Nova Scotia, so far as known, there are no special co-operative arrangements, the railway and the province each handling its own fire protective work independently.

In Manitoba we have both extremes. On the Transcontinental, between Elma and the Ontario boundary, the Government Railways main-