

service in 1871, as rodman, Intercolonial Ry. In 1872 he served as chairman on government surveys in Manitoba; 1873 to 1874, assistant in charge of party on land surveys; May to Dec. 1874, transit man, on city work and survey of St. John River, Public Works Department; 1875 to 1876, Assistant Engineer on location and construction, St. Martins and Aphanis Ry.; 1877, on survey on line from Bras d'Or to Broad Cove, N.S., and remeasurement of Albert Rd.; 1878 to 1880, private practice at St. John, N.B.; 1880 to 1881, Assistant Engineer on location on the second 100 miles of the C.P.R. west of Winnipeg, for the Dominion Government; Mar. 1881 to Apr. 1883, Assistant Engineer, C. P. R.; Apr. 1883 to Oct. 1886, Division Engineer on construction through the Rocky Mountains, C.P.R.; May to Aug. 1887, Division Engineer on extension, Sherbrooke, Que., easterly, C.P.R.; Aug. 1887 to Mar. 1891, Resident Engineer, Oregon Pacific Ry.; Apr. 1891 to July 1892, Chief Engineer, Peninsular Ry. of Lower California; Sept. 1892 to Mar. 1893, Chief Engineer, Coor Bay Roseburg and Eastern Ry., Oregon; Mar. 1893 to Jan. 1896, Principal Assistant Engineer, Bangor and Aroostook Ry., Maine. He was subsequently, Engineer in charge of harbor improvements, St. John, N.B.; Resident Engineer, Public Works Department, Sault Ste. Marie, Ont.; and Manager, St. John Ry., St. John, N.B.; resigning the last named position in 1910 on his appointment as District Engineer, Public Works Department, Winnipeg, and later at Prince Albert, Sask. He left the west for Rothesay, N.B., toward the end of 1917, on account of his health.

Salisbury and Albert Railway Operation.

This S. & A. Ry. line extends from Salisbury, N.B., on the Intercolonial Ry. near Hillsboro, to Albert, 45 miles, entirely in Hillsboro County. It is one of the lines which it was proposed that the Dominion Government should take over and operate as an Intercolonial branch. One train a day, in either direction, has been operated over the line, but for a considerable time past there has been a good deal of complaint made as to the service given. Since the beginning of the present year there has not been any service between Hillsboro and Albert. As the result of a petition from the district the Minister of Railways, on Jan. 11, authorized the Intercolonial officials to operate the line immediately. Whether this will be only a temporary expedient, or whether it is preliminary to the taking over of the line as a regular branch line, has not been announced.

Pere Marquette Ry. Track Awards.—

Results of the awards of prizes in connection with the annual track inspection, conducted by the President, were announced recently. A prize of \$100 for the district showing the greatest improvement during the year, was awarded to H. Morris, Roadmaster, Canadian Division, Walkerville, Ont., and another prize of \$100 for shop grounds and buildings, was awarded to Charles Montgomery, Division Master Mechanic, Canadian Division, St. Thomas, Ont.

Timiskaming & Northern Ontario Ry. Passenger earnings for Nov., \$55,625.49; freight earnings \$116,033.01; total earnings \$171,658.50, against \$55,039.83 passenger earnings; \$105,798.45 freight earnings; \$160,838.28 total earnings for Nov., 1916.

Meritorious Services by Canadian Pacific Railway Employees.

The educational bulletins issued by the general superintendents of the company's various districts record the following meritorious services performed by employees recently:—

Chas. Henderson, conductor, New Brunswick District, while in charge of a passenger train detected an unusual jar. He immediately stopped his train, and on investigation found a piece of 18 in. broken out of one of the rails. His commendable alertness undoubtedly prevented an accident.

Edgar G. Beal, conductor, Brandon Division, while in charge of train, noticed that it had passed over a rough spot in the track. He immediately stopped the train and went back and found a broken rail. His vigilance and action are commendable.

The locomotive man on an outgoing passenger train, the rear of which was close to the entrance to the station, backed his train up in order to avoid being struck by an incoming passenger train. He did this without receiving any signal. The prompt action of a trainman in applying the brake no doubt averted an accident.

A locomotive man, assisted by his fireman, replaced broken bolts in tender drawbar strap on wayfreight locomotive on a branch line, completed the trip, and returned to the terminal the following day with repairs made. This avoided considerable delay to the train and also light movement of power.

Trainman G. Gill, while examining train at Streetsville Jct., Ont., discovered broken wheel on car. This emphasizes the importance of close inspection being given by trainmen to their trains when standing at stations or in sidings.

Conductor Orndorff, after passing switch at Galt grade reduction, noticed marks on the track and immediately applied the brakes. On examination of the train one pair of trucks of snow plow were found to be derailed.

Disposition of Cars Containing Food or Food Products.

A Dominion order in council, under the War Measures Act, 1914, was passed Dec. 24, 1917, providing regulations regarding the loading, detention and disposition of cars containing food and food products, as follows:—

1. A freight car containing food or food products shall not be allowed to remain under load at its destination on any railway in Canada for a longer period than four days after notice of its arrival has been given by the railway company to the consignee of such food or food products.

2. When any freight car containing food or food products remains under load at its destination for a longer period than four days after such notice has been given as aforesaid, the railway company holding such freight car shall notify the Food Controller thereof.

3. When any freight car containing food or food products is held at any railway point in Canada for a furtherance order and such order is not given by the consignee of the said goods within one day of the time of the arrival of the car at such point, the railway company holding such freight car shall notify the Food Controller thereof.

4. Whenever, by reason of such notice or otherwise, it comes to the knowledge

of the Food Controller that any freight car containing food or food products has remained under load at its destination for a longer period than four days, or has been held at any point for furtherance order for a longer period than one day after notice of its arrival has been given to the consignee as aforesaid, the Food Controller may send a written notice by registered mail or by telegram to the consignee that unless the freight car is unloaded or a furtherance order given, as the case may be, within two days from the date of such notice, the food or food products contained in such freight car will be seized by the Food Controller and sold, and if such freight car is not unloaded or a furtherance order given, as the case may be, within the said two days, the Food Controller may thereupon seize the contents of the said car and sell them in such manner as he may deem best, and, after paying all charges for freight and for the expenses connected with the seizure and sale, the Food Controller shall pay the balance, if any, of the proceeds of the sale to the said consignee.

5. The officers of any railway company by which a car or cars is or are being held for unloading or for furtherance orders shall furnish the Food Controller, or any person thereto authorized by the Food Controller, with all information that the Food Controller or such person may require with respect to the date of the arrival and the nature of the contents of any freight car under load held by the railway company at the point or points with respect to which any inquiry is made.

6. The Food Controller may forbid any railway company from accepting any food or food products for transportation from any shipper whose goods have been seized and sold under the provisions of these regulations, without the written permission of the Food Controller.

7. Any person neglecting or refusing to send any notice or give any information required or authorized by these regulations, or accepting any goods for shipment contrary to the provisions of section six of these regulations, shall be guilty of an offence and liable on summary conviction to a fine not exceeding \$500, or to imprisonment for a term not exceeding six months, or to both fine and imprisonment.

Union Collieries, Limited, is the title of a company incorporated under the Dominion Companies Act with an authorized capital of \$1,000,000, and office at Montreal. The primary purpose of the company is to acquire the lands and property in Alberta of the Diamond Coal Co., which is in liquidation. This company owned a short line of railway, extending from Kipp, on the C.P.R., to Diamond City. The new company has power to operate steam and other vessels, docks, wharves, elevators, warehouses, freight sheds, etc.; and to lay tramways, switch-
es, sidings, etc., on its own lands.

Sir William Reid charged with libel.—

Hon. W. F. Coaker, a member of the Newfoundland Government, laid an information early in January against Sir William D. Reid, ex President, Reid Newfoundland Co., charging him with criminal libel, in a letter to Lord Shaughnessy, in which references were made to a visit to Ottawa by Mr. Coaker, during which he was to be "educated" as to the advisability of Newfoundland confederating with Canada. Sir William was released on \$40,000 bail, giving his personal bond of \$20,000 and two bondsmen of \$10,000 each.