

Urgent traffic moved first.
 Classification of freight to prevent reswitching.
 Co-ordination of harbor facilities at New York.
 Institution of sailing days for less than carload lots.
 Routing to tidewater via delivering line.
 Diversion of traffic to roads with favorable grades.
 Repairing in best situated shops.
 Running locomotives over more than one road.
 Moving coal and equipment through the Pennsylvania tubes.

Other minor measures are also noted and a final assurance is given that the outlook is favorable for transportation service. The government is securing the earnest co-operation of all of the railroad heads in solving the many problems, and no doubt the freight situation will be much improved within a few months, although a rather pessimistic professor of political economy whom the writer met recently in the United States, could not "see how the government is ever going to get out of the hopeless economic muddle into which it plunged when it took over the railroads."

PERSONALS

JOHN MORRICE ROGER FAIRBAIRN, who last month was appointed chief engineer of the C.P.R., was born June 30th, 1873, in Peterborough, Ont. He began his professional career in 1890 on Otonabee River surveys, and in the same year became a civil engineering student at the School of

Practical Science, Toronto. During the summer of 1892 he was a leveller and topographer on the preliminary and local surveys for the Peterborough, Parry Sound and Sault Ste. Marie Railway, under the late W. A. Ramsay, chief engineer of construction for the C.P.R. In May of the following year he graduated in civil engineering and for the next two years was engaged on work for the Department of the Interior, the Department of Militia and Defense and the Department of Railways and Canals. In 1896 he had charge of the construction of the Lachine and St. Laurent lines of the Montreal Park and Island Railway Company. He then located in British Columbia, and in 1897-8 was engaged in mining work. On passing as a provincial land surveyor, he went into private practice at Greenwood, B.C. August, 1900, saw Mr. Fairbairn back with the C.P.R. as leveller on the grade reduction surveys between Winnipeg and Port Arthur. After a short period as engineer in charge of a section of the Simcoe-Balsam Lake division of the Trent Canal, Mr. Fairbairn was in 1901 appointed as an assistant engineer of the C.P.R. at Montreal. He subsequently occupied the following other positions with the railway: Resident engineer at Ottawa, 1902-4; division engineer, Ontario division, Toronto, 1905-7; division engineer, Eastern division, Montreal, 1907-8;



principal assistant engineer, Montreal, 1908-10; engineer of maintenance of way, Montreal, 1910-11; assistant chief engineer, 1911-18; and now chief engineer. Mr. Fairbairn joined the Canadian Society of Civil Engineers as associate member in 1899, and became a full member in 1908. He is now vice-president of the Engineering Institute of Canada and is a member of the American Society of Civil Engineers and of the American Railroad Engineering Association.

Lieut. CYRIL HOUSTON, son of W. R. Houston, secretary of the Toronto Stock Exchange, is reported missing. After studying at the University of Toronto, Lieut. Houston went to France with the Royal Air Force. His elder brother, Allen, is with the 9th Canadian Engineers in France.

Lieut. MARVYN MORROW, grandson of the late Senator J. W. MacDonald, of Toronto, has been awarded the Military Cross for bravery. Lieut. Morrow is a graduate of McGill University and at the beginning of the war enlisted with the Canadian Engineers at Vancouver. He is at present serving with the 3rd Battalion, Railway Troops.

CHARLES HENRY RUST, who has been city engineer of Victoria, B.C., for the past six years, has resigned. Mr. Rust has accepted an appointment with a private corporation in Toronto. Before going to Victoria he was for many years the city engineer of Toronto. Mr. Rust was president of the Canadian Society of Civil Engineers for the year 1911, and was vice-president for 1901 and 1910. He was a charter member of the society and is very well known in civil engineering circles in this country.

CHARLES GARRETT, contractor, and A. E. DOUCET, civil engineer, of Quebec, have been appointed as temporary advisors to the administrative commissioners of Montreal. After severing connections with the Sudbury Dynamite Works and the Hamilton Powder Co., Mr. Garrett was engaged for some time on railway construction in West Africa and later in Canada. Mr. Doucet until recently held the position of district engineer of the Transcontinental Railway and chief engineer of the Lake St. John Railway.

THE TRAINING OF ENGINEERS

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students' meetings where the members were encouraged to know one another. That culminated in examination for associate membership which each student hoped to pass, but when he had passed, the institution took no further interest in him whatever. The man was turned out and was told that he was qualified as a junior in the profession, but there was no definite help in order to secure his becoming a senior. He had got to obtain any further experience at the expense of clients or employers, and it was not until the man had learned his profession at somebody else's expense that the institution was prepared to take him up again and recognize him as a fully qualified member of the profession. One did feel that if possible there should be some means for carrying on the education and training of the junior engineer who had qualified as an associate member, so that he might come forward at a later date, with the assistance and knowledge of the governing body of some recognized professional organization—either the Institution of Civil Engineers or one of the sectional institutions dealing with special branches, like their own institution, for election as a full member of the institution.

(Concluded in the next issue.)