

Reorganization of the Government Railways Management.

As already announced in Canadian Railway and Marine World, some changes have recently been made in the organization of the Dominion Government railways management, particularly in regard to the abolition of the position of Chief Engineer, the placing of all engineering matters under the Engineer of Maintenance, subject to the direction of the General Superintendent, and the placing of the maintenance of way under the superintendents. The reorganization was effected under an order in council, which provides as follows:—

THE GENERAL SUPERINTENDENT, under the direction of the Managing Board, shall have charge of all property of the Intercolonial and Prince Edward Island Railways. He will be responsible for the economical and proper maintenance and repairs of all rolling stock, machinery and equipment at shops and repair yards, for the condition of roadbed, track, bridges and other structures, and for the proper and economical maintenance, repairs and renewals of the same. He will have charge of and be responsible for the safety and efficiency of transportation service, and for the economical operation thereof; for the execution of all expenditures made on account of revenue, together with such works on account of capital as the department may from time to time place under his direction; for the cost of forces and for the quantity of material and supplies used on the work under his charge, and will perform such other duties as the Board may direct. In case of accident upon any of the lines under his charge, he shall immediately report the facts to the Managing Board, and, as soon as possible, institute a thorough investigation into the causes which led to it, and communicate in writing the result, together with his views and action upon the case, to the Managing Board. He shall keep the Managing Board fully advised of all occurrences and transactions of importance connected with his department.

THE ENGINEER OF MAINTENANCE will, under the direction of the General Superintendent, have general supervision of all engineering and maintenance of way matters. He will issue, when approved by the General Superintendent, standard plans and specifications and rules and regulations for maintenance, repairs and renewal of bridges, buildings, roadbed and track, signals and other structures, and will see that standard plans and rules are carried out. He will prepare all plans and specifications as directed. He will compile and maintain all necessary records and statistics bearing on the physical condition of the railway, other than rolling stock and machinery. He will furnish superintendents and resident engineers with copies of standard approved plans and rules and regulations. He will supervise the preparation of all rail charts, bridge load charts, standard and special bridge plans, masonry and steel work, together with specifications for the same. He will arrange for proper inspection of all new steel bridge installations, and make special and periodical inspection of existing bridges, trestles and culverts, and will compile and maintain all necessary records and statistics in connection with the same, and perform such other duties as may be assigned him by the General Superintendent.

SUPERINTENDENTS will report to and receive instructions from the General Superintendent. They will have charge of all property on, and be responsible for the operation and maintenance of, their respective divisions. They will consult the

Engineer of Maintenance on all maintenance and engineering matters, and with the Superintendent of Motive Power on car and mechanical matters. They will approve all maintenance of way and engineering vouchers and pay rolls for their respective divisions, mark distribution voucher for the Auditor of Disbursements, and perform such other duties as the General Superintendent may direct.

RESIDENT ENGINEERS will report to the superintendents on general matters and to the Engineer of Maintenance on engineering and technical matters. They will prepare all necessary plans, specifications and estimates in connection with repairs, renewals and additions; will report to the Engineer of Maintenance any departure from standard and approved plans as to roadbed and track, and to the superintendents on all other matters; will make semi-annual inspections and send reports on same as above; will perform all engineering work on their respective divisions, compile and maintain complete records of the physical condition of the division and perform such other duties as may be assigned by the superintendents and Engineer of Maintenance.

ROADMASTERS will report to their respective superintendents.

THE SUPERINTENDENT OF MOTIVE POWER will, under the direction of the

The Canadian Pacific Railway's New Station at Vancouver.

A full description of the new passenger terminal and office facilities, which are under construction at Vancouver, was published in Canadian Railway and Marine World for July, 1912, and a ground plan was given in the issue for Aug., 1912. The accompanying illustration, shows the Cordova St. elevation of the new station, which is being built immediately adjoining the old site at the lower end of Granville St. The building, which is of classic type, was designed by Barott, Blackader and Webster, of Montreal.

The new building, which will be four stories high and extend 400 ft. on Cordova St., will be of an imposing character. The exterior will be of brick and limestone with a granite base. In the designing of this new terminal the comfort of the passengers has been considered from every point and it will be a most up to date terminal. The main waiting room will be 54 ft. 10 in. by 210½ ft. with an Ionic pilaster treatment and a coffered ceiling. The sub waiting and lunch rooms will be of simple design, in harmony with the main waiting room. The upper floors are to be arranged as offices for the operating and other local staffs. The present building on Granville



The C.P.R.'s New Station at Vancouver.

General Superintendent, have supervision of all matters pertaining to the construction, operation and maintenance of locomotives, cars, machinery, floating equipment, shops and roundhouses; will issue, when approved by the General Superintendent, standard plans and specifications and rules and regulations covering their construction, maintenance and repair, and will keep a record of all equipment and its condition, and perform such other duties as may be assigned by the General Superintendent.

THE RIGHT OF WAY AND LEASE agent will supervise the preparation of correct station, right of way and property plans; will supervise the preparation of leases, deeds, etc., and keep complete records of the same, and perform such other duties as may be assigned him by the General Superintendent.

A General Passenger Agent's Appreciation.—W. P. Hinton, General Passenger Agent, Grand Trunk Pacific Ry., Winnipeg, in remitting his renewal subscription, writes: "I congratulate you on the continued growth of Canadian Railway and Marine World and the valuable matter contained therein. It is absolutely essential to Canadian railway men."

Electric Traction on 450 miles of main line track of the Chicago, Milwaukee and Puget Sound bed between Harlowtown, Mont., and Avery, Idaho, is contemplated.

St. will remain until the completion of the new station.

Work has already started and the excavation and foundations are well under way. The contractors, Westinghouse, Church, Kerr and Co., are rushing the work with the greatest speed possible. The new terminals will cost nearly \$1,250,000, in addition to which some \$2,000,000 are being spent on the enlargement of the Hotel Vancouver.

Eight Large Wireless Telegraph Stations are to be built by the Marconi Wireless Telegraph Co. of America, according to a recent announcement. Half of these will be sending and half receiving stations; they will be in working pairs, but with sending and receiving units placed 30 miles apart to prevent interference. One pair is to be at Oahu, Hawaii, one at Tamales Bay and Bolinas, Calif., and the third near Belmar, N.J. The fourth will be in Eastern Massachusetts. It is reported that these stations will permit transmission of messages across the Pacific Ocean, and increase the capacity of the present service between New York and London. The range is designed to be from 4,000 to 6,000 miles. The towers will be 400 to 450 ft. high, it is reported, there being 12 at each station, arranged in a semicircle to support the antennae.

The best remedy for the protection of steel or ingot iron against failure by pitting, is the removal of the mill scale.