

are foreigners there is every likelihood that the whole army of assistants will be aliens also. A moment's consideration will suffice to show what this means. We have, besides those who secured a scientific training elsewhere, a large number of available young Canadians trained in recent years in the applied science departments of McGill and Toronto Universities. These constitute the best possible material out of which to organize an engineering corps. They are, as a rule, young men of fine physique, extensive scientific attainments, professional enthusiasm, and indomitable energy. All they need is practical work under skilled direction to make them trustworthy experts, and they have been looking forward to this great railway enterprise to secure the coveted opportunity. If Judge Winchester's report confirms the truth of the published and specific allegations that the engineering staff of the Grand Trunk Pacific Railway is made up of young and inexperienced graduates of American scientific schools, the sooner the Government sees to it that every superior position upon it is filled by a thorough-going Canadian the better for both the Government and the enterprise.

Lastly, there is a question of plant and supplies. The engineers will have much to say in the awarding of contracts for the construction of the road. There will be needed an immense number of steam shovels, flat cars, and other tools, some of them quite costly. These can be made in Canada quite as efficiently and as cheaply as elsewhere if the manufacturers are given a chance. It is alleged, however, that favorite American manufacturers have already been notified quietly to be ready, the intention being to make the advertised time too short to enable Canadian manufacturers to tender. Experts of several sorts are required for the carrying out of a railway contract. If the American engineer sees to it that the work goes to an American contractor, the American contractor is likely to engage American employees for all available positions, and to favor American merchants wherever he can. The proper place to begin a reform, therefore, is to have a Canadian engineer in full charge and he will see that Canadians get fair treatment.

ALIEN RAILWAY ENGINEERS.

Pending the publication of Judge Winchester's report on the employment of American engineers and assistants by the Grand Trunk Pacific Railway Company, it may be well for the Canadian public to know what is alleged in regard to the matter by the representatives of disappointed Canadian applicants for positions. The selection of the route from Winnipeg to the Pacific ocean must of course be made by the company which is to own and operate the road, but this does not necessarily give its management a free hand in the selection of the experts who are to locate the line and take charge of its construction. The Parliament of Canada has by the assistance it proposes to render made the enterprise possible, and to the same Parliament the people of Canada will look to secure fair treatment for Canadian engineering skill and business experience. Fair treatment in this case means that no foreigner should be engaged to fill any position, high or low, which a properly qualified Canadian can with reasonable effort be found to fill.

Various considerations go to substantiate the soundness of this contention. There has always been among Canadian engineers quite as much savoir faire as among those of the United States or of any other country. In proof of this may be cited the work of the Shanlys, the Keefers, the Pages, the Gizowskis, the Hobsons, and especially of the venerable and accomplished Sir Sandford Fleming, who, after laying out the Interoceanic Railway and supervising its construction, nearly forty years ago, and after taking full charge of the Canadian Pacific Railway surveys, ten years later, is still available for consultation as the most skilled expert on the Grand Trunk Pacific route. There is not a particle of ground for General Manager Hays' implication that any other than Canadian brains are needed, either to find the best possible route for the railway or to see that the work of the contractors who build it is kept up to the proper standard of excellence. In fact, the best practicable route in all but very local details was as well known thirty years ago as it will be when the work of construction begins. Mr. Hays' imported engineers will have either to avail themselves of the work then done, or prove to all well-informed Canadians that they have not brains enough to profit by the labors of engineers who had this useful equipment a generation ago.

If the chief engineer and his divisional engineers