CANADIAN PACIFIC STAFF BULLETIN

Issued for the Information of all engaged in the Company's Services.

NUMBER 18 — WINDSOR STATION — MONTREAL — JUNE 1ST, 1937

Big Crowds Gather At London Office On Coronation Day

Many Company People See Royal Procession From Vantage Point

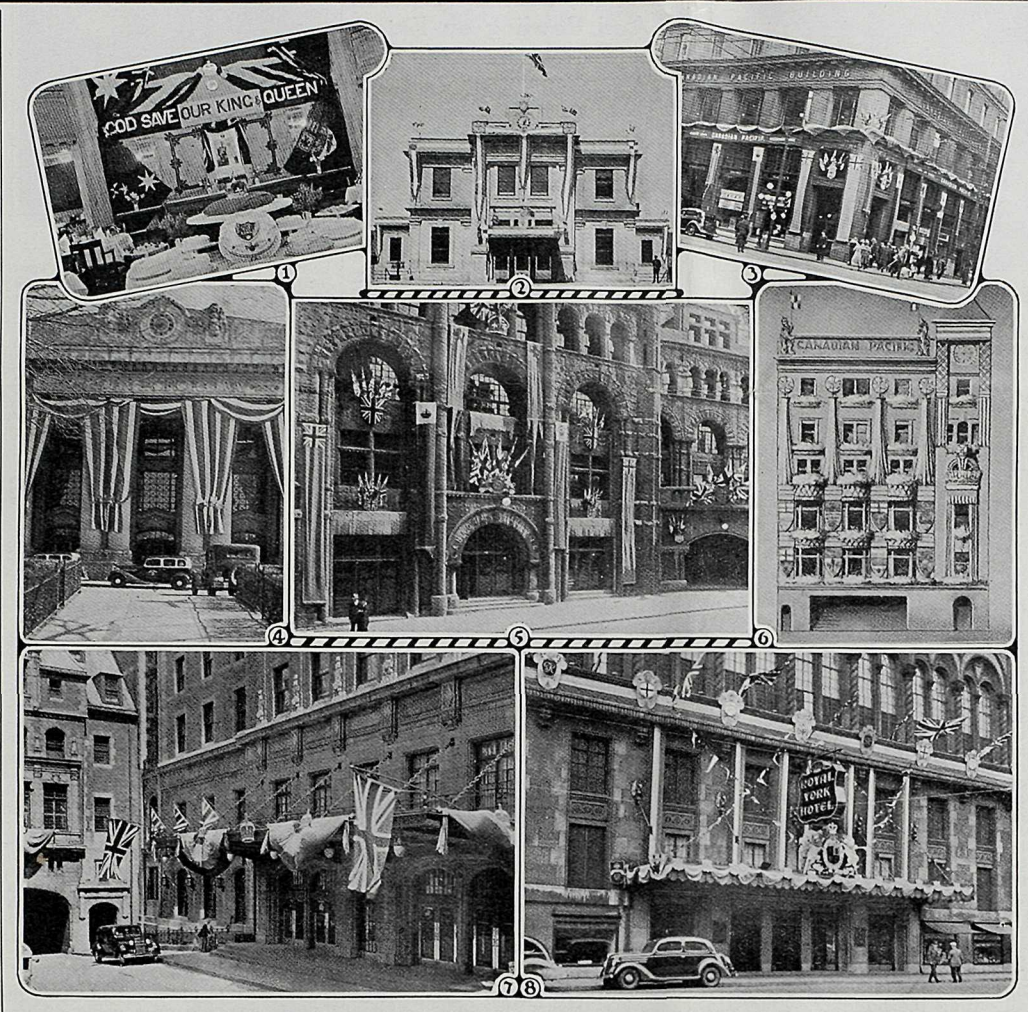
Dawn of Coronation Day in the Company's European Head Office, London, found the gaily decorated building on Trafalgar Square a hive of activity. More than six hundred members of the Canadian Pacific organization in Great Britain and the European continent were assembling there for a view of the Coronation Procession. Situated almost at the very apex of interest, and commanding views of the Procession both going to and coming from Westminster Abbey, the Canadian Pacific office building provided a vantage point of peculiar distinction. Its decorative scheme designed by P. A. Staynes, whose work adorns the public rooms and halls of the Company's ocean liners, was conceived in a general effect of gold and white, setting off brilliantly the full colored heraldic emblems and shields of the Provinces of Canada. Flowers formed the refreshing embellishment of first floor balconies, gold and white basketwork supported the floral groups. Streamers of white and gold fell gracefully from golden maple leaves aloft under the main cornice of the building. Over the doorway was placed a huge gold and jewelled crown. Britain's ancient Lion and Unicorn devices supported the Canadian Pacific roof sign, and over all flew the Canadian Pacific house flag mast high to East and West. At night transmitted light in turquoise blue jewelled all the windows of the building giving an ethereal effect of turquoise, gold and white among contrastingly flood-lit buildings of the famous Square.

Directors at Abbey

With two directors of the Company honored with invitations to be present at the Abbey ceremony, and the London building fully "manned" to acclaim the coronation of Their Majesties, the Canadian Pacific worthily celebrated the royal occasion in London. The two directors in attendance at the Abbey were Rt. Hon. Reginald McKenna, and Sir Edward R. Peacock, G.C.V.O.

Within the Canadian Pacific building from early dawn many who had been up long before daybreak, and some who had been up all night, gathered comparing traffic congestion notes, and watching the tremendous surge of the crowds mustered in Trafalgar Square which had been seething with sight-seers since the previous afternoon. Of the six to seven hundred occupants of the Company's building one hundred and fifty were seat purchasers who had secured positions in the excellent seating space afforded by the specially-built grand stand within the ground floor window-space. Other privileged guests of the executive, influential travel agents and friends, and the European manager and party including executives and friends from head

(Continued on page 2, col. 3)



Company's Buildings World-Wide Carry Coronation Decorations

This illustration conveys a comprehensive idea of the Company's expression of loyalty and rejoicing on the Coronation of His Majesty George VI. Picture No. 1 shows the dining saloon decoration in the "Duchess of Bedford." No. 2 shows the Brandon, Manitoba, station and is a good example of the gay and gallant decorations along the main line. No. 3 is the Toronto city ticket office at the corner of King and Yonge Streets. No. 4 shows the Coronation colors on the main entrance of the Winnipeg station, and No. 5 the main entrance of the Windsor Station, Montreal. Picture No. 6 shows the Company's building in London, England, royally decorated and from which approximately 700 people viewed the Coronation procession passing to and from Westminster Abbey. No. 7 and No. 8 are glimpses of the decorations on the Chateau Frontenac, Quebec, and the Royal York, Toronto.

Splendid Decorations Mark Company's Coronation Effort

Stations, Office Buildings, And Ships Gay With Flags and Bunting

Dressing up for the Coronation, the Company showed visible loyalty to the Crown by one of the most extensive arrangements of decorations in its history. Bunting, flags, crests, banners and pictures of Their Majesties graced Company stations, offices and hotels from coast to coast in Canada, extended southward beyond the border into the United States, were carried across oceans by Company ships, and made their appearance in countries across the seas where the Company has branch offices.

Centred at Windsor Station, Montreal, Company headquarters, the decorative scheme radiated outward. Scarcely a flag station lacked flags or bunting of some kind in honor of the Sovereign who has close personal contacts with the Company. The Royal York Hotel in Toronto, named for George VI before his accession to the Throne, was gay on Coronation Day, while the "R.M.S. Duchess of York," sponsored by and named after Her Majesty the Queen, was bright with flags.

The concourse of Windsor Station was a sight worth seeing. Bunting draped from the steel girders of the ceiling roofed the immense concourse, while more bunting, streamers and banners made the walls gay with colors. Large reproductions of the Crown, photographs of Their Majesties, Royal crests and flags joined with the royal colors in a decorative display that said more plainly than the printed banners at each end of the concourse, "God Save the King."

Models of Insignia

In the concourse of the station was a display of realistic models of the insignia used at the Coronation. Carefully copied from the originals which filled their historic function on May 12 in Westminster Abbey were models of the Imperial State Crown, made for Queen Victoria in 1838; St. Edward's Crown, which is used for the act of Coronation and dates back to Charles II; the Sword of State; the Jewelled Sword of State, which was made for George VI; the King's Royal Sceptre; and the King's Orb.

In decorating the exterior of the station, full advantage was taken of the castle-like architecture to make a royal display of flags and regal banners. The gray stone walls were gay with colored bunting, and among the flags was one better known, perhaps, in distant ports of the world than in inland Canada—the checkered house flag of the Canadian Pacific Railway, carried by the Company fleet to the Seven Seas.

Other Canadian Pacific buildings in Montreal which were decorated with flags, banners and bunting for Coronation week included the Express Building on St. James Street, the Telegraphs Building on Hospital Street, the Steamships Building on

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English Company Man Guarded Royal Coach

Alexander Sturgeon, of the Company's Investigation Staff, Southampton, figured in the Coronation procession in London, England, on May 12. With the Yeomen of the Guard, Mr. Sturgeon occupied the position beside the left front wheel of the Royal Coach from St. James's Palace to Westminster, and again from Westminster to St. James's Palace on the return journey. He had a fine war record, serving the Garrison Artillery on the French, Belgian and Italian fronts.

T. F. Turner Earns Rail Club Award

Moosejaw Employe Captures High Honor With Comprehensive Essay

T. F. Turner

His essay on "The Selection and Training of Railway Personnel," a subject of his own choosing, has won for T. F. Turner, of the general superintendent's staff at Moose Jaw, the 1936-37 award in the annual competition sponsored by the Canadian Railway Club from Montreal headquarters.

The competition is open to employes of both Canadian railways other than executives. By permission of W. M. Neal, western lines vice-president, Mr. Turner received leave of absence to attend the annual meeting of the club and present his essay in person, May 10, when he was warmly congratulated upon its excellence.

Mr. Turner is the son of James T. Turner, formerly stationmaster at Moose Jaw and now assistant yardmaster there. He was born in Moose Jaw, where he received his primary and secondary education, finishing at Moose Jaw Presbyterian College. He entered Canadian Pacific service as junior clerk in the superintendent's office in his home city in July, 1925. Serving later in other clerical and stenographic positions, he is now located in the engineering department.

In his prize-winning essay he advocates a definite educational policy in preparation for railway service and outlines the direction and method that might be followed.

J. Charters Becomes D.F.A. at Vancouver

Promotion For Chief Clerk to General Freight Agent in B.C.

James Charters

James Charters took over as division freight agent for British Columbia, with headquarters at Vancouver, on May 1, after wide experience in Company affairs in British Columbia since 1911. The former chief clerk to the general freight agent at Vancouver joined the Company at Montreal in 1908, after coming to Canada from his native Scotland.

In 1911 he went to Vancouver as stenographer in the general freight office there. Promotions brought him the positions of chief clerk in the city freight office in 1912, rate clerk in the division freight department in 1916, and assistant chief clerk and later chief clerk in the same department.

In 1926 he became travelling freight agent throughout the Okanagan Valley and Kootenays, and, in 1929, chief clerk to the general freight agent. In his new capacity as division freight agent, Mr. Charters will have jurisdiction over domestic freight matters in British Columbia west of Field and Crow's Nest, including the Esquimalt and Nanaimo Railway and British Columbia Coast Steamships.

Efficient Service By Communications

Coronation Broadcast Heard In Canada With Perfect Continuity

Coronation Day was no holiday for 105 Company employes who labored throughout the day so that Canadians everywhere could hear the broadcast of the ceremonies from England. The lining up of the necessary programme supply circuits for the Canadian end of the C.B.C. Coronation broadcast started at 2.00 a.m., E.S.T., on May 12. The actual schedule of programme transmission started two hours later, and was continuous from then until 3.00 a.m., E.S.T., on May 13.

It was necessary to use 18,153 miles of wire in feeding the various programmes throughout the entire schedule to 41 stations in Canada through Company facilities or connections. In addition, special remote installations were set up at Schreiber, Chapleau and Revelstoke.

The 43 individual programmes distributed through Canada during the day originated from London, England, as well as Halifax, Saint John, Montreal, Ottawa, Toronto, Fort William, Winnipeg, Saskatoon, Calgary, Vancouver and Victoria. Some of these cities originated two or three programmes, which made a multiplicity of reversals on the circuits necessary. This entailed a high standard of efficiency on the part of the technical staff and required instantaneous manipulation of apparatus in order to provide continuity of programme.

Despite the strain under which the men worked, they enjoyed a perfect day without a single failure in continuity.

Company Veteran Earns Safe Driving Certificate

George Thrush, veteran member of the Canadian Pacific Express staff at Kenora, Ont., has been awarded the four-year certificate and medal of the Ontario Safety League for safe driving. H. N. Carlson received a two-year award and Jack Gow the badge for one year. Mr. Thrush's award means that for four years he has piloted a motor truck without being involved in any sort of road accident, something of an achievement in this era of clashing fenders.

D. P. Russell Is Winner In Oratorical Contest

D. P. Russell

D. P. Russell, of the office of H. J. Humphrey, vice-president and general manager, eastern lines, is a bad man to try to talk into submission. Recently the best orators of the Montreal Junior Board of Trade attempted to argue him down, but the result was that on a single night Dan Russell was the joint winner of the senior debate in addition to taking first prize in the open oratorical competition. This is a high honor for the young Company man as the Junior Board of Trade has about 650 members, and a large number of them take a big interest in oratory.

Another Company man who was conceded a good chance to win a speaking championship was George Pogue, secretary to E. A. Leslie, comptroller. He reached the finals in the junior debate, but, owing to business out of town, could not compete on the night the championships were decided.

Low Holiday Hotel Rates to Employes

Offer Worthwhile Reductions at Banff and Lake Louise

Company employes and members of their families who wish to visit the vacation wonderland around Chateau Lake Louise and Banff Springs Hotel will be able to do so very cheaply this summer according to announcement by H F. Mathews, general manager of Company hotels.

Vacation rates for officers and employes and immediate members of their families are much lower than usual rates and cover all of the varied activities around the two hotels. No charge is made for admission to concerts, lectures, or dances, and half rates will be given for the golf course at Banff and the swimming pools. Children of seven years of age or less will be given half rates for rooms and meals, while the rates for adults will permit a very enjoyable holiday in Canada's most popular vacation land at quite reasonable cost.

There are many attractions at Banff and Lake Louise. Weeks can be spent touring the mountains by car, horse, or on foot. Banff has a golf course that takes second place to none on the continent. Both hotels have excellent tennis courts and swimming pools. Social activities have been highly developed and vistors are assured an excellent time in Canada's leading summer mountain playground, whether their tastes be simple or very demanding.

Profit As Motive Power In Industry

An Address Delivered Before The Canadian Pacific Luncheon Club at Montreal

By ARTHUR B. PURVIS,
President Canadian Industries, Ltd.

A. B. Purvis

YOUR great Company is synonymous with Canadian enterprise at its best the world over. It has had great leaders in the past — leaders in tune with the best spirit of their times. It has such a leader now—again in tune with the best spirit of our times, and an inspiration to all of us who form part of "The Productive System."

What is the motive power of this great "Productive System" — the machine by which the goods we all need are produced and distributed?

It is the urge—working in every one of us—to make a living and then to improve the standard of that living. For to make that living we must from the very nature of our work tend to produce more and more goods and more efficiently distribute the goods which are produced.

It is that urge which provides a common direction for all in the achievement of a common end. And that end is to bring about a condition where everyone who wishes to work and is able to work, can enjoy for himself and his dependents not only a minimum subsistence but a standard of real material comfort.

Perhaps in time we shall find some other motive power more valuable in achieving our ends, because those ends will have gradually involved a changed direction. Until then, however, let us be wary how we replace the present motive power, namely material self-interest, with some other which, in effect, would mean that the work of providing and distributing needed comforts would be left only to those who are prepared to work on a purely altruistic basis, or to those who promise by some quick or quack remedy to put us on easy street without our having to work hard to provide such comforts.

You may feel this sounds like a cold, even a hard-boiled, approach to the solution of our more immediate problem. I do not think so. I think it permits of the exercise today of every ounce of idealism and altruism of which we are individually or collectively capable. As individuals find themselves released from fear of "want," surely we can count on their giving their modicum of conscious as well as unconscious direction to the achievement of a similar end for others less fortunate. Surely also we can build up traditions of service to that end, and make the observance of those traditions the test of our public appreciation of the individual, and still more, of our leaders.

Nor do I think it matters if it is levelled as a reproach against the system that it is "capitalistic." For two reasons:

First, it is today difficult to find anyone who is **not** a capitalist in some degree. Unless, of course, we are to accept the definition of a capitalist as one who has a

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London Authorities Honor T. E. Roberts

Company Official Made Free Man of Empire Capital and Given Other Recognition

T. E. Roberts

The City of London, England, has conferred a distinguished honor upon a member of the Company's staff in the person of T. E. Roberts, Colonization Department, Trafalgar Square, who conducted the Civic Party headed by the Lord Mayor, Sir Percy Vincent, on the visit of the delegation from the City of London to Vancouver during the summer of last year to attend the Golden Jubilee celebration.

Mr. Roberts had charge of the general arrangements for the party during the voyage westbound on the "Empress of Britain," and eastbound on the "Empress of Australia," and in recognition of his services, the City Chamberlain has officially advised Mr. Roberts that he has been granted the Freedom of the City of London as also the Freedom of the Worshipful Company of Horners; this means that Mr. Roberts is now a Liveryman of one of the most ancient of the City Companies, and also a member of the City Livery Club.

In addition Mr. Roberts was the recipient from the Corporation of a very handsome silver cigarette box decorated with the Arms of the City of London.

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Address all communications to
J. HARRY SMITH, *Manager, Press Bureau*
Room 329 Windsor Station Montreal

Decorations Mark Coronation Effort

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Commissioner Street, Park Avenue Station and Place Viger Station, and the stations in the metropolitan area.

Historic Quebec

At Quebec City, the Chateau Frontenac was decorated in keeping with the historic part the city has played in Empire history. Bunting and banners were placed on the exterior, together with a generous use of flags. The entrances to the courtyard bore a decoration of flags. For the military ball on Coronation night, special decorations graced the ballroom and foyer and blended with the dress uniforms of members of the various military units in making the occasion a brilliant one.

The Royal York Hotel in Toronto was made gay with Coronation decorations, while similar work was done at the Cornwallis Inn at Kentville in the Annapolis Valley. Company hotels in the west which were decorated included the Royal Alexandra at Winnipeg, Hotel Saskatchewan at Regina, the Palliser at Calgary, Hotel Vancouver at Vancouver, and the Empress at Victoria.

Additional points in Canada for which the Canadian Pacific Railway had special decorations included stations at McAdam, N.B.; Sherbrooke, Farnham, Quebec City and Three Rivers in Quebec; Smiths Falls, Peterboro, Kingston, London, North Bay, Sudbury, Chapleau, Schreiber, Port Arthur, Fort William and Kenora in Ontario; Winninipeg and Brandon in Manitoba; Regina, Moose Jaw, Swift Current, Saskatoon and Yorkton in Saskatchewan; Medicine Hat, Calgary, Edmonton and Lethbridge in Alberta, and Revelstoke, Kamloops, Penticton, Nelson, Cranbrook, Vancouver, Victoria and Nanaimo in British Columbia.

Buildings Decorated

Office buildings decorated in addition to those at Montreal were the ones at Saint John, N.B., Toronto, Hamilton, Windsor, Winnipeg, Regina, Calgary, Saskatoon, Edmonton, Vancouver and Victoria. Provision was also made for the decoration of the Company's docks at Vancouver. In union stations, decorations were done jointly by the two railways.

For smaller centres, window displays were forwarded from Montreal for ticket, telegraph or express office windows. These pictures showed members of the Royal Family, and were draped with flags or bunting. In other places flags were flown. Company ships dressed rainbow fashion, strung from stem to stern with multi-colored flags.

Coronation Day saw another form of Canadian Pacific celebration which, to say the least, was most unusual. On all Company ships and trains, and in all its dining rooms, special souvenir Coronation menus were found on the tables. Nearly 19,000 copies were printed to fill what was believed to be the largest simultaneous use of any menu ever made.

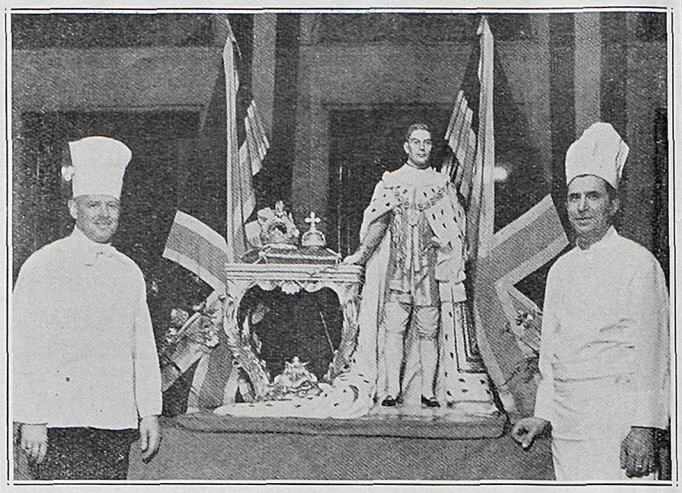
The decorations in Montreal and across the system were arranged by a special committee composed of J. W. Orrock, chairman, engineer of buildings, Montreal; A. S. Piers, manager of real estate, Montreal; H. A. Greeniaus, assistant to the vice-president and general manager, eastern lines, Toronto; D. J. Gowans, assistant manager of hotels, Montreal; and A. Rutledge, purchasing department, Montreal.

R. A. Pyne Stresses Loyalty at Calgary

Delivers Fine Address at Federated Shops Crafts Banquet

Patriotism, corporate loyalty and loyalty to one another were stressed in an enthusiastically received address delivered at the second annual banquet of the Canadian Pacific Railway Federated Shops Crafts of Calgary, Alta., by R. A. Pyne, Winnipeg, western lines superintendent of motive power, the guest of honor and speaker of the evening. Mr. Pyne responded to the toast to the Company and gave eloquent testimony to the tradition of loyal service held by his department during the last half century. R. Alderman, representing the carmen, proposed the toast.

District Master Mechanic, H. M. Allan, Calgary, proposed the toast to the shops crafts, which was responded to by D. S. Lyons, general chairman of machinists and vice-general chairman of the system federations, Winnipeg. Messages of congratulation were received from T. Broad, Montreal, general chairman of the system federation. Choice entertainment arranged by a committee under D. Foreman included contributions from the Company's male quartette, Calgary. J. Allen, president, was chairman, and 300 attended in the banquet room of the Palliser Hotel.



Royal York Chef Makes Contribution

This stately model of His Majesty King George VI replete with crown and sceptre resting on a beautifully carved table, was sculptured in beef suet and painted in royal colors by Louis Ricciardelli, pastry chef and artist supreme of the Royal York Hotel, Toronto. The figure is three and a half feet high. Louis Ricciardelli, stands at the right of the statue and Chef Henri Odiau at the left.

Bowlers Pay Tributes To Walter Montgomery

Officers and members of the lawn bowling section of Montreal's Canadian Pacific Railway Amateur Athletic Association on May 30 made a presentation to Walter Montgomery, who recently retired under the Company's pension regulations from the position of foreman of the Frog Shop at Angus. Mr. Montgomery was president of the Association from 1910 to 1919, and in 1921 and 1923.

At the time of his retirement at the end of the year, fellow workers at Angus showed their respect for him by making a suitable presentation. Mr. Montgomery entered Company service in August, 1897, at the old Delorimier Shops as a machinist.

J. Lummis Succeeds To Auditor's Post

E. F. Lawson Also Receives Promotion Following Death of E. H. Bridger

John Lummis

John Lummis, for more than 43 years an employe in the office of the auditor of freight and telegraph receipts at Montreal, has been appointed head of that department following the death of E. H. Bridger, on March 6. In announcing the promotion of Mr. Lummis to the position of auditor of freight and telegraph receipts, E. A. Leslie, comptroller of the Company, also named E. F. Lawson, central freight accounting agent, Montreal, to succeed Mr. Lummis as assistant auditor of freight and telegraph receipts.

Mr. Lummis has served the Company in the one department since entering service as clerk in 1893. Steady progress brought him promotions to the position of chief clerk, interline accounts, June 1, 1915; head interline clerk, June 1, 1916; acting chief clerk, July 16, 1927; and assistant auditor of freight and telegraph receipts on January 1, 1933.

E. F. Lawson

Mr. Lawson, who succeeds to the post of assistant auditor of the department, has had wide and varied service with the Company since 1902. In 1902 and 1903 he was clerk in foreign freight at West Saint John and Montreal. After a term as assistant accountant, freight, in 1903, he served temporarily as clerk, foreign freight, at Fort William, West Saint John, Cranbrook, Lethbridge, Michel, and Fernie in 1904. In 1906 he was cashier at West Saint John and timekeeper at Quebec. In 1908 he became freight agent at St. Henry; assistant freight agent, Place Viger in 1912; freight agent, Hochelaga, in 1917; local freight agent, Montreal, 1919; freight agent, Hochelaga, 1919; terminal freight accounting agent, Montreal, in 1921; and central freight accounting agent at Company headquarters in 1932.

Windsor Station Couple Honored Before Wedding

E. H. Kent, inspector in the Insurance Department, was honored by officers of the Company and coworkers in the Windsor Station offices on April 16, the eve of his marriage to Miss Frances Clarke, of the office of the auditor of passenger receipts. The presentation, which was made by E. Moore, insurance commissioner, took the form of a tea-service and cheque, and carried with it the best wishes of the staff. After their wedding the following day, the couple left directly for Miami, Florida, for their honeymoon.

Big Crowds Gather At London Office

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office in Montreal were accommodated on the first floor from windows of which an excellent view of the procession was obtained as it passed onwards from the Abbey. Hundreds of the office staff were able from certain high perched window balconies to view street-wide glimpses of the procession both going to the Abbey along the Mall, and returning by Cockspur street opposite Canada House. Many more obtained their views of the procession emerging from under the Admiralty Arch on the way to the Abbey. Others in front windows of the building facing Trafalgar Square, saw the procession pass after the Abbey ceremony.

Hours of Waiting

While there was much to see in the way of crowd movement and incident from the windows even apart from the actual event of the day, there were hours of waiting for all within the building. Entertainment was provided for the beguilement of these hours by means of radio installation on every floor, ship's games equipment suitable for use in limited floor space, bagatelle tables, and card tables. Opportunity was taken by many to renew acquaintance with members of the staff from distant centres during the waiting time.

Catering arrangements within the building were strictly "ship-shape." Under direction of David Allan, chief catering superintendent, and M. Teysot "Chef of Chefs," a contingent of catering service staff—chefs, stewards, stewardesses, and bell boys was installed with equipment on three floors of the office to provide food for guests and members of the staff. Breakfast was available early, and won a great welcome from people who had been on the go to reach the office from unearthly hours in the morning. Luncheon was a moving festival, everyone arranging to have lunch in buffet style, as time and opportunity permitted, while the paying seat-holders and important guests were served in regular Canadian Pacific steamships style even to Coronation souvenir menu cards as used throughout the service on Coronation Day.

Tremendous Scene

From the time when the high-perched onlookers were able to glimpse the movement of the procession Abbeywards approaching and passing under the Admiralty Arch, until the final stage when the Golden Coach with Their Crowned Majesties passed along the south side of Trafalgar Square on the return journey from the Abbey, the whole community of staff and guests thrilled with excitement, anticipatory or resultant. During the passing of the Procession there were exceptional bursts of applause for the Dominions representatives. Across the Square, South Africa House could be heard thunderously acclaiming South Africa's share in the Royal Progress. When Canada's section of the procession, with the Prime Minister and cabinet ministers surrounded by their bodyguard of Royal Canadian Mounties drove by, Canada House and the Canadian Pacific Building diagonally opposite each other across the line of route vied with one another in acclaim second only to that accorded the Royal Coach itself. The actual Coronation ceremony was heard within the building by radio loudspeakers on every floor.

After the culminating moment of the Day when the Procession had passed through Trafalgar Square the problem was how to get out of the office and home again. Nightfall found London gradually adjusting herself to the situation, and facing a week of further, but more wide-spread festivity, with tired eyes, and limbs, and a feeling of thankfulness that: "A Coronation doesn't come every day."

Sport Enthusiasts Plan Busy Season For Toronto Clubs

Arrange Picnics, Softball And Bowling on Extensive Programme

Plans are already under way for another most successful summer in connection with the activities of the Canadian Pacific Recreation Club of Toronto, and the new president, E. McCabe, is assured of an even larger membership.

It has been decided to hold the annual picnic once more at Orillia and the date has been tentatively fixed for Saturday, July 17. Orillia has been the venue for this monster annual picnic six times out of the last ten years, and it is confidently expected that employes and members of their families, totalling from two to three thousand, will attend.

H. Tod was elected chairman of the lawn bowling section of the club with F. Hatcher, secretary-treasurer and E. Taylor, games secretary. Over 100 players will be in action this summer and it is expected that there will be four or five rinks for the ladies.

Many Activities

The Softball House League, which operated so successfully last year under the guidance of W. Brown as chairman and L. Chambers as secretary-treasurer, is making plans for another season. The four teams competing last year will be back again and there is every evidence that one or two more teams will be entered.

The club's entry in the Toronto City and District Cribbage league did not reach the finals this year. The entry, however, did produce the league's high scorer in the person of R. Stewart.

An invitation has again been extended to members of the recreation club to participate in the 7th annual golf tournament to be held by the Ontario District officers on Friday, June 11, at the St. Andrew's Golf Club, Toronto, and a large entry is anticipated.

The Five Pin Bowling league, sponsored by the club, brought its 1936-1937 season to a very successful finish with a banquet at the Royal York Hotel on Friday, April 9, when there was an attendance of over 100. Frank Underhill, general foreman's office, West Toronto, chairman of the league, presided and was supported by a representative group of officials. The toast to the Company was proposed by Ernie Rigby of the Royal York Hotel, and replied to by W. S. Crabbe, superintendent Bruce Division.

Presents Prizes

Norman McMillan presented the prizes as follows:—Harry McLean Trophy and Recreation Club cup, John Street Yard team with the Freight Traffic team second. J. Josslin received the prize for the high single game with a score of 413 and A. Tutty with 849, the prize for the high three games. Mr. Josslin won this prize also with a score of 877 but was not allowed to take more than one trophy. The final average prize winning standing was J. Josslin, 227; E. Miles, 219; A. Allen, 212 and T. Yanna 211.

The prize for the high single team was won by the Royal York, with 1345, with Auxiliary second with 1273. The high three games prize was won by the Royal York with 3387 points with Locomotives second, with 3367 points.

Coronation Menu

More than 19,000 copies of this special souvenir menu were used on the Company's trains, hotels, and ships during the Coronation celebration. The distribution of this menu cover was world wide and in order to reach far distant places the first shipments were made on March 12th.

Kenora - Schreiber Win Championships

Capture Bowling Honors in Keen Nation-Wide Competition

Both individual and team honors were captured by Canadian Pacific employes from Kenora and Schreiber in the Canadian Y.M.C.A. Telegraphic Five-Pin Bowling Championship and the Brunswick-Balke-Collender Railway Y.M.C.A. Five-Pin Bowling trophy when both these trophies came to Kenora Y.M.C.A. for the first time since they were put up for competition twelve years ago.

Peter Gow, car foreman, Kenora, headed his team to victory with a 904 pin count for his three games. Irwin Cowey, cashier in the Kenora freight office, followed closely with an 839 pin total for three games, and Tom Hutton, locomotive fireman, tumbled the maples to register 826.

Country-Wide

Teams from all the Y.M.C.A.'s in Canada compete on specific nights, when the results are telegraphed to E. D. Otter, railway secretary of Y.M.C.A.'s at Toronto, high Dominion score claiming the championship. The champions thus also win the Brunswick-Balke-Collender trophy.

Peter Gow took individual honors with a three-game score of 904 pins and Ed. Rosie, machinist at Schreiber, took the high single with 392.

J. D. Fraine, division superintendent, Kenora, presented the trophies when the winners and their friends held the closing social affair of the season, April 30. The championship team included I. Cowey, with 51 games and a 250 average; Tom Hutton, with 39 games and 235; Peter Gow, with 56 games and 219; H. Milliard, with 51 and 217; H. Pope, with 50 and 206.

"Adopt Unification Plan" Urges Motive Power Supt.

Weston Shops supervisors were "at home" to their families and friends at Winnipeg, March 5th and 150 attended.

Main feature of the evening was an address by R. A. Pyne, superintendent of motive power, who spoke on the railway unification plan advocated by Sir Edward Beatty, G.B.E., K.C., LL.D., pointing out the urgency of adopting the plan if national bankruptcy is to be avoided. It was the duty of the supervisors, Mr. Pyne said, to study the unification plan and advocate its adoption at every opportunity, both as employes of the Company, and as Canadian citizens.

A programme of cards, community singing, modern and old time dancing provided entertainment. The Grand March was led by Mr. and Mrs. Pyne and a presentation of a beautiful bouquet of roses to Mrs. Pyne was made on behalf of the club by John Lee, works manager at Weston. F. R. Milligan, president of the club, was master of ceremonies.

Sports Association Gives A. D. MacTier Life Member Status

Honor Former Vice-President Eastern Lines at Montreal

A. D. MacTier

Recognition of his great interest in sports was given A. D. MacTier, retired vice-president, eastern lines, when he was presented the highest award that the Canadian Pacific Railway Amateur Athletic Association at Montreal could offer, at a gathering of Company men in the Association's Rosemount Clubhouse on March 31. The presentation took the form of a life membership card.

George Stephen, vice-president of traffic, was among the speakers who praised the work being done by the Association and the value of Mr. MacTier's assistance. With Tom Watson, president of the Association in the chair, the presentation was made by W. Montgomery, former official at Angus Shops. Other speakers included Norman Holland, managing director, Brandram-Henderson Paint Company; F. R. Haney, general claims adjustor; H. R. Naylor, assistant works manager, Angus Shops; E. Moore, insurance commissioner; J. D. Desparois, past president of the C.P.R.A.A.A.; J. Burns, works manager, Angus Shops; A. J. Kennedy, of Angus; and A. S. MacDonald, of the Stores Department at Angus.

In praising Mr. MacTier for the part he had played in securing the clubhouse for the Association, various speakers recalled early attempts to foster sports for employes at Angus Shops and first activities in the old club buildings on Mount Royal Avenue. The development of the Association was traced from the time of its inception until the present when, with a membership of 850, it enjoys facilities for all sports and boasts of several championships of importance. Hundreds of employes and their families centre their social life around the cosy, well-equipped clubhouse in Rosemount.

Royal Alexandra Holds Successful Staff Dance

April 27th was the "Night of Nights" for the members of the staff of the Royal Alexandra Hotel, when the annual staff dance was held in the Crystal Ballroom suite. Approximately 400 members of the staff, with their families and guests, were in attendance. Thirty tables of whist were set up in the spacious banquet room and cards and dancing were thoroughly enjoyed. Harold Green and his Royal Alexandrians, with Miss Dorothy Alt, famous blues singer, kindly contributed the music for the evening.

There were four prizes for whist and fifteen other prizes presented during the intermission. Mrs. H. C. Macfarlane, wife of the manager, pulled the tickets for the draw, and Mr. Macfarlane presented the prizes to the lucky winners. Arrangements were in the hands of J. Gusberti, head waiter, and the invited guests were H. J. Main, general superintendent, and Mrs. Main. J. R. Strother, chief clerk of the vice-president's office, and Mrs. Strother. Heretofore unknown talent was discovered when one of the bellboys, Allan Primmett, gave an impromptu recital of old Irish songs. Mr. Macfarlane expressed his appreciation of the co-operation of the staff and also for the co-operation of Harold Green and his orchestra.

Ends Long Service Along North Shore

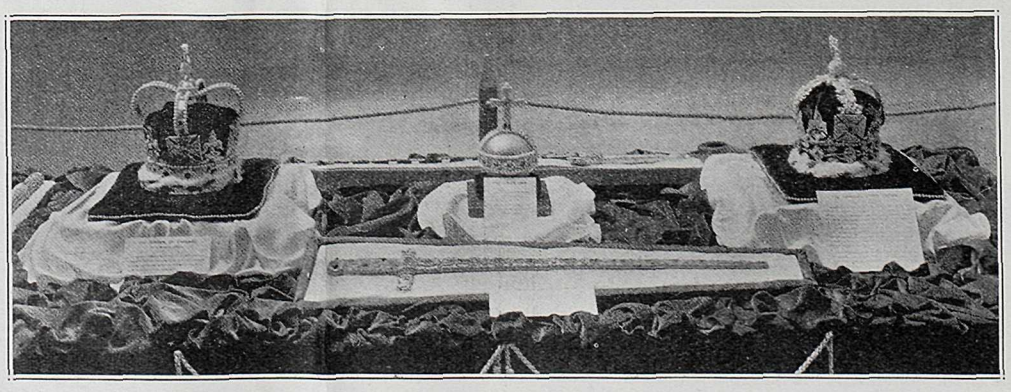
F. W. Peck Never Lost Parcel During 35 Years as Train Baggageman

F. W. Peck

Completing nearly fifty years of railroad service in Ontario as brakeman and baggageman, Fred W. Peck, retired on March 31st. His career began back in 1888 as brakeman with the Toronto Grey and Bruce Railway, when a brakeman's job was full of risks, and from 1890 to 1894 he worked out of Smith's Falls. Then he joined the Company as freight brakeman at Chapleau in 1895 and was promoted in 1902 to the position of train baggageman out of Chapleau to Fort William.

This post was given to Mr. Peck because he was the oldest in train service at the time, and the oldest crew in train service was transferred to the new line. He was often designated to handle special trains, once being sent to Ottawa to take care of the baggage on the special train carrying the then Prime Minister, Sir John Thompson.

Symbols of British Sovereignty at Windsor Station, Montreal



Valuable and realistic models of the Imperial State Crown, St. Edward's Crown, the Sword of State, the Jewelled Sword of State, the King's Royal Sceptre, and the King's Orb attracted wide attention when on display in the concourse of Windsor Station, Montreal, during the Coronation celebration. These models were made by C. Aiken, St. Lambert, P.Q.

Complete Transfer Of Eastern Lines H.Q. to Queen City

Toronto Extends Warm Welcome to H. J. Humphrey and His Staff

Headquarters of the Operating Department, Eastern lines, were transferred from Montreal to Toronto on May 1, involving the following ranking officers and their staffs: H. J. Humphrey, vice-president and general manager; J. E. Beatty, engineer maintenance of way; George Whiteley, superintendent of Motive Power and Car Department; and C. O. McHugh, superintendent of transportation.

This transfer of headquarters of the vice-president and general manager of eastern lines of the Company was made in the interests of efficiency in service. For months before any definite decision was reached, there was a careful survey of the volume and localized intensity of freight and traffic movement in eastern Canada.

Outstanding organization work effected the removal of the department 340 miles without any interruption in its routine. The move extended over a period of three or four days and was carried out without a hitch of any kind. The offices were running with all their usual efficiency and attending to their thousand and one routine problems, just as they had been doing for years.

In addition to the problem of transferring an important office for such a great distance the change also meant considerable personal work on the part of families severing old ties in Montreal and facing the problem of finding new homes in Toronto.

At the time of this transfer, Sir Edward Beatty, G.B.E., K.C., LL.D., chairman and president, pointed out that this does not mean any change of system headquarters from Montreal. He said: "The vice-president in charge of system operations and the officers in control of all other branches of the Company's activities will continue to exercise their functions from Montreal and I cannot conceive of any possibility that it will ever be otherwise."

Welcomed at Toronto

Headed by Norman McMillan, general superintendent, officials of the Ontario district turned out in force at the Royal York Hotel on Friday evening, May 7, to bid welcome to Mr. Humphrey and his officers. The reception was honored by the presence of Sir Edward Beatty, G.B.E., K.C., LL.D., chairman and president. Mr. Humphrey was accompanied by H. A. Greeniaus, J. E. Beatty, C. O. McHugh, George Whiteley, N. E. Gutelius, W. O. Cudworth, R. E. Taylor, W. G. McPherson, R. H. Dunlop, J. J. Smith, and R. F. Thomas.

Mr. McMillan presided at the reception and gave the official welcome to the guests of honor. His felicitations were strongly supported in two brief but excellent speeches by T. E. McDonnell, president, Canadian Pacific Express, and William Fulton, assistant general passenger agent.

Speaking on behalf of himself and his brother officers, Mr. Humphrey expressed his warm appreciation of the welcome.

Plant Coronation Tree On Sortin Golf Course

The planting of a tree at the first tee of the Wentworth Golf Course on Coronation Day was a solemn tribute to His Majesty King George VI who had been crowned in Westminster Abbey only a few hours before. About a hundred members of the golf club at Sortin gathered around E. Moore, insurance commissioner of the Company and president of the Recreation Club, as he planted the tree and dedicated it to His Majesty. The club officially opened its 1937 season on the eve of Coronation Day with a dance in the clubhouse, which was attended by about 100 members and friends.

Eastern Lines Officials Transferred to Toronto

Top row, left to right—R. E. Taylor, inspector of transportation; C. O. McHugh, superintendent of transportation; J. E. Beatty, engineer maintenance of way; H. J. Humphrey, vice-president and general manager, eastern lines; George Whiteley, superintendent of Motive Power and Car Department; H. A. Greeniaus, assistant to vice-president and general manager; and W. G. McPherson, assistant superintendent of Motive Power and Car Department. Lower row, left to right—N. E. Gutelius, assistant engineer maintenance of way; W. O. Cudworth, assistant engineer maintenance of way; J. W. Hughes, electrical engineer; R. F. Thomas, general air brake inspector; A. Lachance, supervisor of car equipment; J. J. Smith, general boiler inspector; and W. Wilson, assistant general boiler inspector.

Australia's Sailors Rescue Shipwrecked Cuban Seaman

Company Vessels All Supplied With Latest Life Saving Equipment

Capt. Busk-Wood

The Republic of Cuba recently paid a great compliment to the British Merchant Service in general and the Canadian Pacific in particular by calling upon the "Empress of Australia" for the rescue of four ship-wrecked sailors. How great was the tribute to Canadian Pacific efficiency may be gathered from the fact that although the harbour of Havana was filled with shipping at the time it was to the British ship that shore authorities turned in their extremity. To officers and men of the Canadian Pacific this seemed not at all unusual for it is a commonplace to them that every proved device for the safeguarding of life at sea is provided as standard equipment aboard the Company's ships. As each new invention or improvement is perfected tests are made and the ships are equipped for the benefit of passengers and crews.

One piece of equipment, standard throughout the fleet, Pain's Rocket-Throwing Apparatus, received an unofficial test in Havana early last March. Its successful operation, and the efficiency of a detachment from the "Empress of Australia" under Chief officer W. Stanfield, R.N.R., provided an interesting news story at the time. It is quoted below:

Tale of Efficiency

"'The police want you, sir,' was what greeted Chief Officer Stanfield of the Canadian Pacific 'Empress of Australia' when he was wakened by a deck messenger at 11.58 p.m., March 10 while the Empress lay snugly at anchor in Havana harbour.

"What the police wanted, it developed, was the rescue of four seamen from the wave-swept decks of a molasses tanker impaled upon the rocks of Cabanas Bay about 12 miles away. The tanker, 'Hopper 62,' was fast aground and breaking up, one lifeboat had been lowered and had capsized, taking the lives of the captain and five of his crew. Four men were still on board in sight of the shore near Marianao.

"By 12.10 a.m., Mr. Stanfield, two other officers, the boatswain, a quartermaster and two able seamen were in the police launch with a Pain's line-throwing rocket apparatus and 240 fathoms of two and a half inch manila line. Awaiting them at the San Francisco wharf was a police car. At 12.30 they turned off the road ten miles away, having ridden, as Mr. Stanfield told reporters when the ship reached New York, 'Behind a driver who kept his thumb on the horn and his foot on the floorboards all the way.'

"At 12.35 a.m., the first, and only, rocket was fired carrying the line across the tanker. A seaman made the line fast and the four men then hauled in the stronger line that was to serve as their bridge to the shore as they made their way hand over hand.

"Exactly an hour and a half later the 'Empress of Australia's' rescue party was back aboard the ship, the four rescued sailors were in hospital and Havana correspondents were back in their offices filing cables—which wrongly credited the rescue to the 'Empress of Britain'—to New York.

How It Was Done

"Questioned on the arrival of the 'Empress of Australia' in New York, Mr. Stanfield told reporters that the most exciting item in the whole affair was the fast ride through Havana in the police car. 'When we got to the point of the land opposite the ship,' he said 'reporters, police and photographers drove their cars to the water's edge and turned their lights on the steamer—1,200 feet away. Then we impressed them all into serving as an anchor chain. They sat down and braced their feet against the rocks, tautening and slackening the rope as we watched the progress of the men from the ship. We used another piece of ship's equipment, a battery-operated Aldis light—as a searchlight. The rope was tautened as the men neared the half-way point so that the rough seas would not dash them against the sharp rocks.'

"Colonel Gonzalez, head of the Cuban Marine Department, sent for Mr. Stanfield the following day and officially tendered his thanks for the assistance given by the rescue crew.

"The rescue party consisted of: Lieut.-Commander W. Stanfield, R.N.R., Chief Officer; Lieut. E. Aikman, R.N.R.; Lieut. L. L. Thornton, R.N.R.; Acting Boatswain Press; Quartermaster G. Harmer; Able Seamen Brown and Daly.

"Needless to say passengers and crew were thrilled to learn of the incident the following morning, Captain Busk-Wood expressing the views of the latter when he commented upon the honor done to the British Merchant Marine by the Cuban authorities in selecting the 'Empress of Australia' when there were several other vessels, including a French cruiser, in port."

Official Appreciation

Captain W. G. Busk-Wood, R.D., R.N.R., Commander of the "Empress of Australia" was officially thanked by Captain O. H. Murias, Chief of the Havana Maritime Police. The letter is re-printed below.

"It is my duty to express to you our deep gratitude for your quick action in bringing to safety the crew of the Cuban Steamship HOPPER 62 which was shipwrecked last night, near Marianao beach by placing at their disposal your ship's equipment used in cases such as this and ably managed by the officers and sailors designated by you. Your work has been highly praised by all those who were assisting in the humanitarian task of saving the lives of the victims of the disaster and deeply appreciated by the crew and their families.

"Once more it has been manifested the fineness and bravery which characterize the English mariner.

"I congratulate you most warmly for having in your crew men of such spirit and noble sentiment and I take this opportunity to offer you and to them the testimony of my highest consideration."

In behalf of Cuban seamen thanks were expressed to Captain Busk-Wood by Ricardo Veiga, whose letter follows.

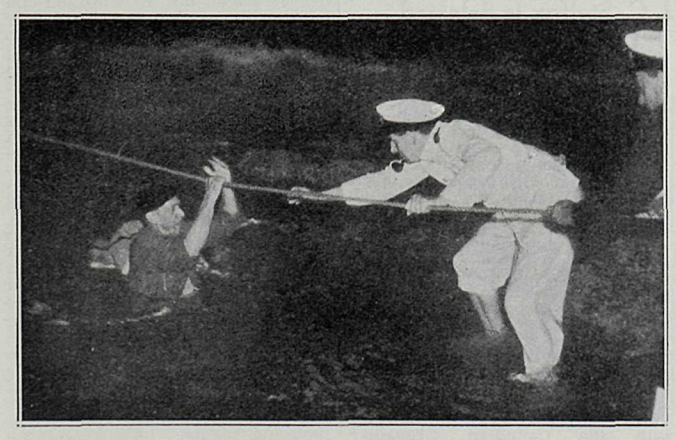
"Sad news prompts this Association of Naval Machinists of Cuba, 'Asociacion de Maquinistas Navales de Cuba,' to write to you to express deep gratefulness for the work carried out yesterday by the brave crew of the ship under your command, due to which were saved the greater part of the crew of the Cuban S.S. Hopper 62. Heroic acts such as these honor those who spend their life on the sea.

"Please accept on behalf of this Asociacion de Maquinistas Navales de Cuba our deep gratitude which we also extend to your crew."

Helps Missions

This talented young sailor, Wallace Jezard, of Sandwich, Kent, England, Ordinary Seaman aboard the world cruising liner "Empress of Britain," made this fine model of his ship in his spare moments. It was auctioned on board for the benefit of the Seamen's Missions and purchased by Mr. and Mrs. Harold McMaster of Montreal. When asked what he used for material Jezard replied: "Oh! an old orange box and bits and pieces." That's clever!

Tense Moment in Cuban Rescue



Lieut. E. Aikman helping survivor ashore, Chief Officer Stanfield at the right. Mr. Aikman's pipe was an inseparable companion throughout the rescue. The heavy surf necessitated care in landing the distressed seamen on the rocky beach.

Honor First Train At Church Service

Christ Church Cathedral, Vancouver, Scene of Impressive Ceremony.

Marking the fiftieth anniversary of the arrival in Vancouver of the Company's first passenger train from the East on May 23, a memorial service addressed to the old timers was held in Christ Church Cathedral. Many officers, veterans and pensioners of the Company were present to hear the rector, Very Rev. Dean Ramsay Armitage, recount the achievement of laying a line from Atlantic to Pacific, and the growth of Vancouver to the position of a leading world port since the magic rails reached Coal Harbor fifty years ago.

Although the ceremony lacked the pomp and country-wide fervor of last year's celebration of the anniversary of the running of the first train across the Continent from Montreal to Port Moody, veterans were enthusiastic in observing the anniversary of the coming of rail service to Vancouver.

Official representative of the Company, C. A. Cotterell, assistant general manager, read the lesson to the capacity throng that filled the church. Company men were not alone in their observance of the date. Many other old-time residents of Vancouver who had seen the train arrive, and some who took part in the building of the extension from Port Moody to Vancouver, occupied seats. Captain Edmund Aikman, R.N.R., general superintendent of steamships, represented the marine branch of the Company, so important in Vancouver's history, by reading the second lesson. Dean Armitage vividly recalled Vancouver's celebration at the time of the arrival of the first train.

Edward Davies Paints Portrait of George VI

During the Coronation celebrations in Toronto, a full-length oil painting of His Majesty King George VI, which formed the centrepiece of the Union Station decorative display, brought much favorable comment from both citizens and visitors alike. This striking painting was the work of Edward Davies, carpenter at the Toronto coach yards.

Festoons of Coronation blue surrounded the painting on three sides and above it was a clever replica of the Crown, fashioned by the daughter of J. R. W. Ambrose, superintendent, Toronto Terminals Railway Company.

Vancouver Male Choir Gives Splendid Concert

The annual spring concert of the Company's Vancouver male choir was held in the Crystal Ballroom of the Hotel Vancouver on April 26. In usual good voice, the choir offered many original numbers, and featured Margaret Hillcoat, soprano, as soloist during the first half of the programme. The second half was turned over to members of the Brahms choir, who offered Franco Leoni's "Gate of Life." This is the first time that this celebrated dramatic cantata has been sung to a public audience west of Toronto, and met with a fine response from the audience of 800.

The instrumental backgrounds throughout the whole programme, especially so, however, during the latter half, were very effective, with Beth Emery at the piano and Bert Close at the organ. The whole evening's performance was in the usual class of concert offered by this popular coast choir, and considerable credit is owing to Mr. Evan Walters, conductor, for his admirable handling of both choirs.

Captain F. H. Moore Dies in Liverpool

Well Known Seaman Had Wide Experience in Company Ships

The death occurred at his home in Liverpool on March 18 of Captain Frank Herbert Moore, for 27 years in the service of the steamships and for six years a commander in the Atlantic fleet. Captain Moore's last command was the SS. "Beaverford." He retired through sickness in 1932.

Captain Moore joined the steamships in 1905 as 4th Officer of the Milwaukee. He was appointed chief officer of the old "Empress of Britain" in 1911 and served as chief in many of the Company's vessels before attaining his first command in 1926 when he became master of the "Balfour." He subsequently commanded the "Bolingbroke" and was appointed to the "Beaverford" in 1928.

One of the few remaining sailors who served his time in sail, Captain Moore had been all over the world, spending many years in tropical services before joining the C.P.S. He had had a number of curious experiences. On one occasion off the South American coast he was washed overboard by one wave and back aboard by the next. During the European War he was in temporary command of the "Lake Michigan" when she was mined off Brest in 1916. He brought her safely into port. Later he was serving in the "Milwaukee" when a German submarine rose alongside, but, mistaking the vessel for one of the dreaded "Q" ships, made off without attacking. Lines Captain Moore was associated with prior to joining the C.P.S. included the Pacific Steam Navigation Company and the Elder Dempster Line.

Saint John Sports Club Has Banquet and Social

More than 100 members and friends of the Saint John, N.B., King Street Offices, Recreation Club, recently celebrated the conclusion of a highly successful bowling league, with a banquet and social evening in the Georgian Ballroom of the Admiral Beatty Hotel. Speakers included H. C. James, district passenger agent; C. W. MacDonald, superintendent of the communications department, and T. C. Macnabb, general superintendent of the New Brunswick District, who presented prizes to winners in the bowling. An interesting programme was presented under the direction of Stewart S. Sime.

Winnipeg Veterans Are Honor Guests Of Luncheon Club

W. J. Edwards Thrills Audience With Tales of Pioneer Days

F. E. Elder

Frederick E. Elder, assistant auditor of claims, was elected president of the Canadian Pacific Association of Winnipeg at the annual luncheon meeting, April 19, in the Royal Alexandra Hotel. Retired employes numbering 250 were the guests of honor and provided the luncheon speaker in W. J. Edwards, retired in 1932 after 47 years service in the mechanical department and later as fireman and engineer. He sketched almost a half century of railroading in the Canadian West.

W. M. Neal, vice-president, western lines, extended greetings to the honor guests and spoke warmly of their long and faithful service.

In the absence in Montreal of the president, H. C. Taylor, superintendent of transportation, western lines, Peter McPherson presided, presenting the report of the nominating committee, the election as follows: President, Mr. Elder; vice-president, G. A. C. Phillips; secretary, E. D. Campbell; committee, R. A. C. Duncan, G. M. Hutt, George Walker, R. H. Yarnell, J. W. Dow, F. J. Bending and A. M. Johnston.

Reviews Old Memories

Mr. Edwards reviewed memories of railroading 60 years back, when an engineer's duties ranged from trimming the wicks of coal-oil headlights to patching leaky boilers with bran mash. "Bill" fondly recalled the celebration that marked the arrival of the "Countess of Dufferin," Winnipeg's Engine No. 1, when she steamed into the growing town—by boat, her siren blowing from a safe position on the old stern wheeler, Selkirk, up the Red River from Fargo, N.D. The locomotive, complete with flower-boxes, is now in clover opposite the station, on the site of old Fort Douglas, built in 1812 and headquarters of the first white settlement west of the Great Lakes and now known as the Sir William Whyte Park.

The first train to enter Winnipeg under its own steam arrived January 8, 1879, on a track laid on the ice over the Red River from St. Boniface.

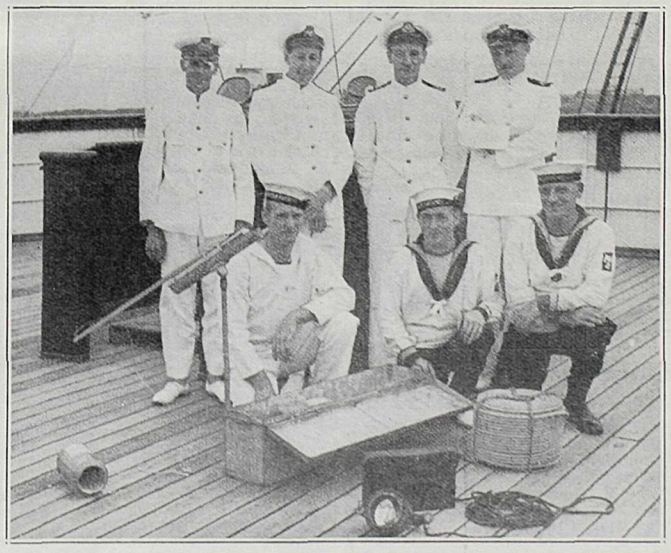
Mr. Edwards remembered the first through train from Montreal arriving in Winnipeg May 20, 1885, with troops for the Riel Rebellion, when said troops walked a 100-mile stretch of the road, then incomplete, to Saskatchewan. The classic "Battle of Fort Whyte" made good telling and illustrated the natural resourcefulness of those two Company officials, Sir William Van Horne, and Sir William Whyte, who contrived to block the rival road, the Red River Valley Railway promoted by the provincial authorities.

The Old Days

Tricky handling of the old hand-brakes on the grades and car-coupling deftness; the business of "wooding-up" the old woodburners at forty below with a wind blowing, and always with an eye to economy of operation brought the light of achievement into restrospective eyes.

Cleaning the brasses, "oiling" the valves with tallow and a thousand and one other duties gave the firemen and engineer a proprietary interest in the locomotive, now burnished almost automatically by shops processes. Through hardships of weather extremes, time-schedule pride was built up to present day perfection.

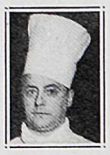
Efficiency Saves Four Lives



Left to right (standing) Acting Boatswain Press; Lieut. E. Aikman; Chief Officer Stanfield; Lieut. L. L. Thornton. Front row—Able Seaman Daly; quartermaster Harmer and Able Seaman Brown. In front of them is the rocket apparatus. At left the canister containing a light strong line to which the heavier line (right) is bent. Centre, behind the carrying case, is a rocket in its stand and (right front) the Aldis light and battery.

Saskatchewan Chef Provides Recipes For Tasty Dishes

Cornelius Mysenberg Recommends Swiss Fondue for Spicy Supper



C. Mysenberg

Standing six feet high, and of regal bearing, Chef Cornelius Mysenberg, who presides over the up-to-date kitchens of Hotel Saskatchewan in Regina, is a product of the Hague, Holland, where he formerly cooked for foreign diplomats and princes.

He was born at The Hague 44 years ago, and christened Cornelius. Somehow, however, that name got changed to "John," which is a sort of nickname and he is better known now by that than by his proper name.

Experience as a chef with the White Society club at The Hague prepared him for important positions with the Devonshire Club on St. James street, London, and he came to Montreal 24 years ago, working at the Windsor hotel. Nineteen years ago he joined the Canadian Pacific hotel system as second chef at the Royal Alexandra hotel, in Winnipeg, where he remained a year, going to Hotel Vancouver in 1915 as relief chef. There followed summers at Banff Springs Hotel and Chateau Lake Louise, and in 1925 he received his first official appointment as chef at Banff Springs.

Served Western Hotels

Later he was chef at the Palliser Hotel in Calgary and in February, 1936, became chef at Hotel Vancouver where he remained a few months before going to Regina.

Like other masters of his craft, Mysenberg, who, by the way, is master of five languages, possesses several favorite recipes.

Three of his recipes for which he is justly famous, and which are given hereunder, are Soft Clams Legislature; Swiss Fondue and Turtle Ragout, Beaufort:

Soft Clams Legislature

Put two ounces of fresh butter, twelve cleaned fresh mushrooms in a saucepan and cook for six minutes, then add twelve large, soft clams, cover pan and cook slowly for eight minutes, add one pint of cream, thicken with a little bechamel, season with salt and paprika; before serving add one glass of sherry, divide the clams and mushrooms equally on three pieces of toast placed in shirred egg dishes, put one slice of broiled Virginia ham on top, pour sauce over and cover with glass bells, serving boiling hot immediately.

Swiss Fondue

A real Swiss Fondue is made as follows: grated Swiss cheese moistened with white wine and melted in a hot chafing dish, the inside of which has been well rubbed with garlic. When done to the consistency of a Welsh rarebit, serve with small squares of toast, which on end of a fork are dipped into the cheese and eaten.

Turtle Ragout, Beaufort

Put chopped onions, shallots and minced, fresh mushrooms in hot butter, also some paprika, then add the beforehand cooked and prepared turtle meat cut in about one and a half square inch dices and let it saute a little longer. Put in half a glass of brandy and a glassful of good sherry and add enough demi-glace and tomato sauce to completely cover; add fines herbes, green olives rondelles and fish quennells, season well and let simmer for about 15 minutes and serve in cocotte with fleurons and lame de truffes.

J. MacLean Given Watch Ending Career on Coast

A gold watch, engraved with the good wishes of his fellow workers, was presented to John MacLean, member of the Canadian Pacific Steamships wharf machine shop in Vancouver, on April 2nd, to mark his retirement from the Company after thirty-nine years' activity. Affectionately named "Big Joe" by his workshop companions, Mr. MacLean is widely known on the Vancouver waterfront. He first started as a carpenter in the railway shops on the coast, but with the arrival of the "Empresses" was transferred to the wharf.

Daniel Handforth Dies At His Montreal Home

The death occurred Sunday, May 16, after a week's illness, of Daniel Handforth, clerk in the office of the General Auditor, in his 64th year, in Montreal. The late Mr. Handforth was born June 24, 1873 and entered the service of the Company as a clerk in the statistical department, Montreal October 14, 1912. In December, 1914, he was transferred in the same capacity to the General Auditor's department where he worked to the time of his death.

J. E. Doe, Express Agent, Dined by Vancouver Men

J. Eldon Doe, former chief clerk to the superintendent, Canadian Pacific Express Company in Vancouver, and active organizer of the C.P.R. employes' Model airplane club in the Mainland city, was honored by 50 officers and employes of the Vancouver express force at Hotel Vancouver, April 16.

Mr. Doe, who has been in Victoria as general agent for the past three months, was honor guest at a dinner presided over by J. Bruce Haggart, general agent, Vancouver, and received a fine watch as a token of esteem. P. A. Dunne, superintendent of the Pacific division, made the presentation. Among many old timers present in addition to present-day officers was Goodwin Ford, retired general superintendent for western lines of the Express company.

Montreal Luncheon Club Had Big Year

Members Heard Splendid Programme of Inspiring Addresses

H. B. Beaumont

When the Canadian Pacific Luncheon Club of Montreal held the closing meeting of its ninth season aboard the "Duchess of York" at Montreal on April 21, H. B. Beaumont, retiring president, handed over the reins of office after a most successful year to his successor, W. A. Newman.

With Mr. Beaumont, steamship general passenger agent, at the helm, five very fine meetings were held in the 1936-37 season with a total attendance of 1,514. This figure includes 491 for the meeting in Windsor Hotel on December 23 when the speaker was Sir Edward Beatty, G.B.E., K.C., LL.D., chairman and president. Over the most comprehensive private network ever arranged, 2,415 listeners at 21 different centres in Canada actually heard Sir Edward on this occasion.

Other luncheons during Mr. Beaumont's regime were: November 18, aboard the "Duchess of Atholl," W. M. Neal, vice-president of western lines, spoke on "Experiments and Opportunities," with 326 present; February 17, in the Windsor Hotel, Captain R. N. Stuart, V.C., D.S.O., R.D., U.S.N.C., R.N.R., gave a travelogue, "Round the World in 30 Minutes," with special film, when 245 were present; March 17, in Windsor Hotel, a debate on Commercial Highway Transportation was held by members of the Montreal Junior Board of Trade, winners of Sir Edward Beatty Cup, champions of Montreal Debating League, 1934-35, with 204 present; and the closing meeting on April 21 on the "Duchess of York," when Arthur B. Purvis, president and managing director of Canadian Industries Limited, spoke on "The Business Machine," before an audience of 248.

The executive assisting Mr. Beaumont last year consisted of: Vice-president, W. A. Newman, chief mechanical engineer; secretary-treasurer, H. L. Cohn, jr., chief clerk to the general executive assistant; and the committee, W. E. Allison, manager of mail and baggage traffic; G. Hiam, assistant freight traffic manager; J. S. Hickey, chief clerk in the office of the auditor of agencies; A. Lyle, chief clerk to the vice-president; J. Harry Smith, manager of the Press Bureau; and G. A. Walker, K.C., general solicitor.

W. A. Newman

At the final meeting, the executive elected to administer the affairs of the club for 1937-38 included: President, W. A. Newman, chief mechanical engineer; vice-president, W. E. Allison, manager of mail and baggage traffic; secretary-treasurer, H. L. Cohn, jr., chief clerk to the general executive assistant; and the committee, F. Bramley, secretary; D. L. Howard, assistant to general manager, Communications Department; A. Lyle, chief clerk to the vice-president; D. E. Macdonald, chief clerk in the office of the comptroller; T. M. McKeown, manager of the Sleeping, Dining and Parlor Car Department; and J. G. McNab, general foreign freight agent.

Victoria Lawn Bowling Club Commences Season

Canadian Pacific Lawn Bowling Club of Victoria, B.C., opened for play Sunday, May 2nd, on the club's greens at Crystal Gardens. J. A. Kennedy, superintendent of the Esquimalt and Nanaimo Railway, and Senator G. H. Barnard rolled the first ball and jack. The President's team defeated the Vice-President's, 72-49. Skips of the President's rinks were P. J. Harris, Senator G. H. Barnard, George Dixon and J. Raeside, and skips for the Vice-President's rinks, G. Ozard, H. J. Ross, S. Barr and S. C. Clarke. With an increase in membership, the club is starting another fine season.

Interesting Personalities at Weston Shops

Here are some of the men who make Weston Shops at Winnipeg interesting and efficient. In No. 1, Walter Parmley shows concentration at a lathe. Veteran Edward Pearson, in No. 2, shows Apprentice Walter Swystun how to use calipers. John Hantscharuk is seen in No. 3 looking for defects in a driving rod. Peter Huminicki, in No. 4, attends his blast furnace. No. 5 are the men at the helm, centre, John Lee, works manager, flanked by J. Christie, general car foreman, left, and J. L. Gubbins, assistant works manager, right. No. 6, James Pickering, happy as he thinks of the Coronation, which he attended as a representative of the Twelfth Squadron of the Canadian Air Force unit at Winnipeg. No. 7, a section of the shops, showing an engine in for repair. No. 8, typical of the shops is the smile worn here by Foundryman James Hammond, a veteran in the service. No. 9, Tom Maunders, gardener, who handles about 15,000 plants.

Witness Relates Human Angle of Last Spike Driving Ceremony

Officials Made Bets on Length of Rail Connecting East and West

Officials of the Company in 1885 when the Canadian Pacific transcontinental line was joined at Craigellachie where Lord Strathcona drove the last spike connecting eastern and western ends of steel, were not above a little wager or two on the length of the rail that was to be the last in the "All-Red" line.

James A. McGinnis, 1134 Burrard st., Vancouver, although he is now 88 years old, vividly recalls the driving of the last spike high in the British Columbia mountains on November 7, 1885, which he witnessed as a steel layer, and talks of the excitement the event engendered in the little army of construction workers who were on or near the scene.

Got Their Bets Down

"The track laying outfits were at what was known as the Sand Pit, about a quarter of a mile east of the Columbia river bridge," he says, "and the superintendent of track laying, Frank P. Brothers, wanted to have the track connected before the arrival of the special train which was supposed to arrive at Craigellachie about 3 p.m. We had the track ready to connect at about 4 p.m. and the rail cut when a man by the name of Jack Kirkup arrived on horseback with a message to Mr. Brothers telling him not to have the track connected until the officials arrived as there was some betting as to the length of the piece of rail that was cut to make the connection."

And so, naturally, the business of laying the last section of rail was put off. When the special arrived with its load of officials for the actual ceremony, the bets were decided by exact measurement. Mr. McGinnis unfortunately, is not in a position to know just who won the bet by estimating closest the length of the piece of rail. He does remember, however, that the last spike, driven by Lord Strathcona, was just an ordinary spike identical with the millions of other spikes holding the rails to the plates from Montreal to Port Moody. It was not nickel-plated, as some still maintain, or gold plated or silver-plated.

Took Easy Taps

One thing about it the Vancouver veteran does remember is that Lord Strathcona took some rather easy taps at it, and that the job of driving it firmly into the tie was completed by Tom McMahon, another steel-worker. Mr. McGinnis and the late Mr. McMahon were firm friends and Mr. McMahon's widow is now Mrs. McGinnis.

Of the railroaders present at the time, Mr. McGinnis recalls that Engine 148 which brought the special train with the officials from Revelstoke to Craigellachie was in charge of Engineer Bob Mee, with Fireman Louis King. The conductor was Ed Harris.

When he retired from service in 1925 Mr. McGinnis was employed as track watchman at Squilax, B.C.

Mr. and Mrs. J. A. McGinnis

Keen Curling Marks 'Peg Twilight Games

Joyous Banquet and Prize Giving Concludes Successful Season

Trophies and prizes won during the season's play were presented at a banquet and smoker winding up the Canadian Pacific Railway Twilight Curling League of Winnipeg, held in the C.P. Express dining hall, Friday, April 9th. George Davenport, league president, occupied the chair and made the presentations.

The York trophy, donated by Roadmaster G. E. York and emblematic of the championship of the league, was won by the Worsick rink, comprised of W. Worsick, skip, C. Howarth, B. Masters and Frank S. Love. Individual prizes were also presented to all winners. The C.P.R. Social Club trophy went to the Eaton rink, runners-up, Tim Eaton, skip, C. Keep, A. Driver and W. C. Miller.

Third place was won by Alf Coulter and his rink, P. Huget, H. Slater and Harold Mathias. Fourth prize went to R. P. Rooke, A. Kerns, D. Dunlop and W. L. Greenway, while the fifth place was won by J. D. Earls, W. Mayslack, F. Cullingford and H. Donaldson.

Election of officers for the ensuing season resulted in the following being returned: F. G. Donaghy, president; R. Beech, vice-president; W. Campbell, secretary-treasurer, and the executive, A. J. Vick, J. D. Earls, W. Mayslack and T. Eaton, auditors being J. Roper and Charlie Howarth.

A musical programme was arranged, with Cy Gardiner master of ceremonies. Also contributing were Will Bradley, songs, accompanied by H. Donaldson; The Two Jays, Jim Middleton and Joe Ellis, and a solo and community singing led by Bill McIntyre.

Company London Office Has Table Tennis Club

Representing the Company's London, England, West End office, a team from the Table Tennis Club recently visited the office of the Cie Gle Transatlantique, and, after a series of hard matches, won by the score of 14 to 11. After a somewhat shaky start, the C.G.T. rallied well and stood only one game behind at 11-10. The Company players won three out of the last four, however, to put the final score at 14-11. The players for the Company were G. F. James, E. L. Mills, R. D. Bennett, V. C. Parker, and A. R. Goold. The league hopes to make an earlier start next year so that a team can be entered in the London Shipping League.

Wins Sweep Prize, Dies in Hospital

William Fleming, Vancouver Baggageman, Ill When News Arrives

Winner of a $3,700 prize in the Grand National sweepstakes, William Fleming, train baggageman at Vancouver, received news of his good luck in a hospital cot, and passed away on April 22 before the prize money was transferred to his Vancouver bank. He was ill in hospital from the middle of February until his death.

Born at Fogart, Clogher, County Tyrone, Ireland, 53 years ago, he came to Vancouver in 1904 and joined the Company as a car inspector. He resigned in 1909 but re-joined the Vancouver division in 1913, was unfortunate enough to lose his left hand in a mishap. Afterwards he was clerk in the information bureau of the Vancouver station, signalman, switch tender and lately, from 1935, train baggageman on the Vancouver division. A bachelor, his next of kin is a brother, John Fleming, in Ireland.

Funeral services were held at Vancouver, April 24, with the Brotherhood of Railway Conductors, Local Chairman D. S. McLeod, and the Brotherhood of Railway Trainmen, Local Chairman W. R. Wright, in charge of arrangements. Interment was in Ocean View Cemetery.

J. C. Stelfox Is Selected On Canadian Contingent

J. C. Stelfox

Regimental Sergeant-Major James C. Stelfox was one of the very few Company men chosen on the contingent of select militia members which represented the Dominion in the colorful London Coronation pageant. Popular around Windsor Station, Montreal, where he served the Company as carpenter in the Real Estate Department, he carried with him the best wishes of a host of friends. He first joined the Company as carpenter in Angus Shops, Montreal, in 1919, transferring to the Real Estate Department in 1932. Now regimental sergeant-major with the Canadian Grenadier Guards, he was battalion sergeant-major of the 87th Battalion in France during the war.

Outsiders Visiting Shops at Winnipeg Watch Human Side

Splendid Personnel Is Composed of Many Interesting Individuals

Some time ago, the Winnipeg Board of Trade invaded Weston Shops, Winnipeg, at the invitation of John Lee, works manager. Mr. Lee handles thousands of shop-workers admirably but admits the psychology of outsiders visiting the shops sometimes has him stumped.

Keen-faced, alert businessmen of Winnipeg, these members passed slowly down the aisles of the locomotive shop with Mr. Lee stopping here and there to explain above the din of the machinery some peculiarity of the equipment which stood before them. "We'll go across to the boiler shop from here," he announced and the party moved off on his trail—just in time, the genial host looked over his shoulder to see his party, standing in a group, entranced by the actions of one of the workmen. The hundreds of thousands of dollars worth of intricate machinery meant less to the visitors for the moment than this lone worker who was examining driving rods with a dollar-fifty magnifying glass! This was the human side of things.

The man whose actions stole the thunder of the machinery was John Hantscharuk and he did it, needless to say, quite unintentionally. He has been in the Weston locomotive shops since 1903. His peculiar duty, so reminiscent of the watchmaker's art, is the inspection of locomotive driving rods for flaws and fissures. The method is simple but, like a conjuring trick gives startlingly satisfactory results.

Detects Imperfections

First the rod is cleaned and painted with a white lead solution. Next it is swung on a hand crane to a small automatic hammering device. Here, very carefully, the whole surface of the rod is beaten. Each facade as it is withdrawn from the hammer is examined minutely and with the greatest of care through the magnifying glass by the indefatigable John Hantscharuk. Defects in the metal are now quickly located since they show in the form of a dark hair-breadth line traced in the white lead solution. This substance is oil, forced from a fissure in the metal by the terrific beating administered by the automatic hammer. The imperfection is noted long before the rod gets on a locomotive let alone the main-line trains. Detectives may go over places with a fine tooth comb—this Sherlock in Steel uses a magnifying glass on giant locomotives!

Anyone visiting the foundry in the late afternoon must be affected by the strange contrasts there. Sunlight streaming through the high windows casts long shafts of light through the smoky atmosphere and lends a cathedral-like touch to the scene. This is more than offset by the scene that meets the eye as the light strikes the goggled foundrymen below. Like little devils in a world apart, they flit about with an agility born of years of experience as they handle that treacherous molten lava which streams from the blast furnaces in a shower of sparks.

Soon the casting boxes are filled, the big retort bucket has been borne away empty to a far corner of the shop by the big overhead crane and, in an almost impenetrable fog, one by one the men remove the goggles which gave them such a fiendish appearance in the ruddy glow of molten steel. One happy faced individual, goggles raised, proved to be a veteran moulder in the foundry service—Jimmy Hammond. He was an employee of the original Winnipeg shops back in '88 but you'd never think it to look at him.

A Story of Ambition

The oddest looking person in the scene just depicted was most certainly the "Man in the Asbestos Suit"—the cupola blast furnace, to you, attendant. His name is Peter Huminicki and he's been in service since 1907. He may not speak English very well but his ambition and interest in his job most assuredly tip the balance to make up for it.

During a holiday period several years ago, Mr. Huminicki went to eastern Canada and, at his own expense, made a tour of the larger foundries. One of these institutions publishes a well known manual of foundry operations and Mr. Huminicki bought a copy, had it translated into Ukranian by a professional interpreter so that he could better understand its contents. A satisfied foreman who speaks in more than eulogistic terms about his cupola work is reward enough for the "Man in the Asbestos Suit"!

Beside the powerhouse is a little glass enclosed kingdom under the rule of Tommy Maunders, whose coronation ceremony took place back in 1931 as King of Weston's greenhouse. In his hundred and twenty-five-foot enclosure, Mr. Maunders keeps more than fifteen thousand plants: 1,600 geraniums, 10,000 annuals, 800 canna lilies and a host of other flowers which grace the Shops' gardens.

Organized Bowling Is Popular Winter Sport in Montreal

Leagues Flourish in Windsor Station and at Angus Shops

Bowling seems to be the most popular organized winter sport for Company employes in Montreal. Half a dozen strong leagues flourish in Windsor Station, while Angus Shops bowlers have leagues at the Rosemount C.P.R.A.A.A. clubhouse for every day in the week except Saturday.

Besides providing social contacts outside of working hours for several hundred employes, these leagues bring the members of different departments into a relationship that is frequently useful in carrying on the Company's business.

The biggest of the leagues is the Inter-Department Bowling Association with 12 teams from different departments and 105 bowlers. Glen Shop won the Unwin Cup for the league championships and defeated the Steamship team in the play-offs. Prizes were presented on April 24 to various winners, including the Glen Shop team composed of P. Mullany, E. Finn, J. Johnson, P. Lauzon, F. Parmalee, and J. C. Scott, captain.

Wind Up Season

The Big Ten Bowling League had most of its 55 members present at the closing night in Krausmann's Lorraine Grill for the presentation of prizes and a farewell to Ernest Fox, ex-president who has been transferred to Toronto. On the championship Passenger team were Charles Perry, captain, and J. Leacy, A. Lawson, B. Bailey, R. Clayson, J. Huber, P. DeCesare and E. Bennett. Many other prizes were presented by this rapidly progressing league.

The Publicity Bowling League's big night was the second annual dinner dance on April 17 in the Mount Royal Hotel, with 100 present, including officials of the department and bowlers, together with their wives and friends, and a number of guests from out of town. Mrs. J. Murray Gibbon, wife of the general publicity agent, presented prizes to the winning exhibits team, composed of H. E. Tessier, captain, and E. W. Scroggie, K. Cromarty, and G. W. Conroy.

The Inter-Staff Duck Pin Bowling League, comprising four teams from Angus, one from Place Viger freight office, and one from the district accountant's office, Windsor Station, bowled for 25 weeks at the Rosemount Clubhouse. The champions were Miss H. Brown, Miss H. Mulcahy, S. Bushell (captain), S. Jones, P. Gill, J. Leacy, H. Foley, G. Decocq, and W. Sellars, of the district accountant's office. The league had 54 members.

The Statistical Bureau league, Windsor Station, had six teams with three men and a girl on each team. After ten weeks of duck pins, F. M. McDonald's team won. A cup and individual prizes were presented to Mr. McDonald and his teammates, Miss Peggy MacRae, William Sellar, and D. B. Wallace.

At Rosemount Club

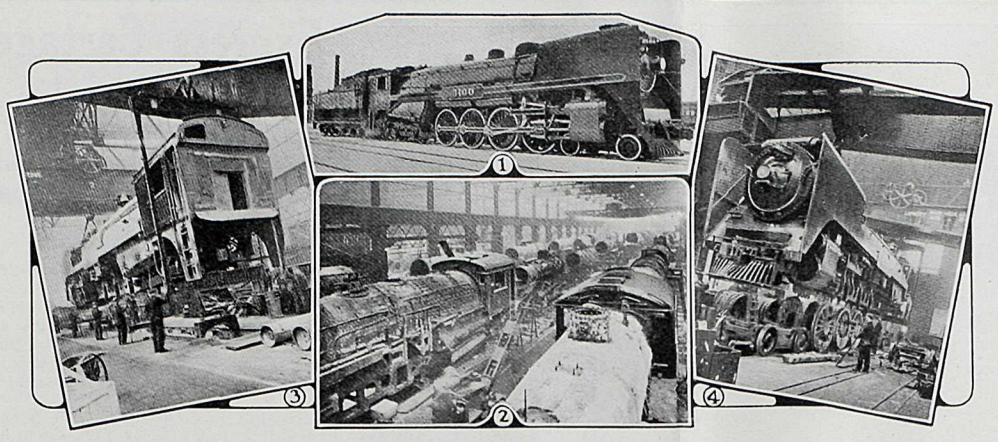
Details of leagues which play at the C.P.R.A.A.A. Rosemount Club house, in addition to the Inter-Staff Duck Pin League on Wednesdays, follow: Monday League is composed of male members of the club belonging to different monthly staffs. Six teams played for 30 weeks, the championship finally being won by F. Howard, F. Hewitt, J. Lucy, J. Ridge, and E. Thomas. Spirited games were played every Tuesday by a ladies' league. There were four teams and, at time of writing, the championship was undecided. Six teams occupied the alleys every Thursday, the winners eventually being J. Hodgson, J. Jenkins, S. Lanthier, G. McCallum, R. Webster and E. Hodgson.

About the only bowlers playing ten pins regularly were those taking part in the Friday League. For 30 weeks some of the best bowlers rolled in this league, the championship being won by E. Belanger, J. A. Desparois, R. Prevost, O. Sabourin, A. Vezina, and T. Wild.

Six teams, composed of two ladies and four men, played every Sunday for 20 weeks. The winning team was composed of Mrs. Assal, Mrs. Arblaster, Mrs. Carignan, and V. Arblaster, R. Burnside, J. Jenkins, R. Young and S. Lanthier.

J. M. Castle Honor Guest At Medicine Hat Dinner

J. M. Castle, promoted to the position of Canadian Pacific Express agent at Red Deer, Alta., celebrated his promotion and his birthday when his fellow employes at Medicine Hat, where he has been Express Company cashier, gave a banquet in his honor. The guests came from all over the district to extend congratulations. Mr. Castle was presented with a club bag, J. H. Whitehouse officiating for his colleagues. Large red arrows pointed to the seat of honor and on the table were miniature stream-line trains, red express trucks of cigars and cigarettes and overhead was suspended a replica of an air express plane.



Locomotive 3100 Lays Up After Record Year

After a perfect year in which Locomotive 3100 ran 125,665 miles without missing a trip or having an engine failure, she went into Angus Shops for regular repairs. The views above show: (1) The locomotive as ordinarily seen by the public. (3) and (4) Being lifted off her wheels in Angus Shops. And (2) a general view of the shops with a large number of locomotives undergoing repairs.

Silver Service Given Miss Margaret Allen

Miss Margaret Allen, of the Press Bureau at Montreal was honored by all members of the General Publicity Department on the final day she spent at the office before her marriage to George Letch on April 10. Following a happy address by J. Murray Gibbon, general publicity agent, Miss Allen was presented a beautiful silver tea and coffee service.

Purse Is Recovered After Long Journey

Returned Intact After Joy-Ride On Tender From Vancouver To North Bend

The Company's reputation was at stake.

Miss M. Bell, of Vancouver, one of the thousands who turned out to welcome Prince Chichibu of Japan, had dropped her purse from one of the bridges near pier B-C. For three days redcaps were on the look-out for the purse, sweepers and cleaners searched in vain, and employes even went through the framework of the bridge with a fine-tooth comb and all to no avail.

About that time Stationmaster W. G. Payton, an experienced sleuth in the seeking of lost property, was ready to admit defeat. Reluctantly he picked up the phone, called the owner of the purse, and informed her he was sorry but there was no sign of it. His surprise can be well imagined when the lady, quite blithely, informed him that her purse had been returned to her.

And it had!

It had been discovered on the tender of the engine on Number 4 at North Bend when Fireman Walter Cartwright climbed up to invite a transient to leave the train. The purse evidently had lain there, beside the non-paying passenger, for all of the 129 miles from Vancouver. Apparently it had fallen from the ramp at the head of Pier B-C, dropping on the engine's tender as the locomotive proceeded out through the yards to couple onto the train.

T. W. Kirby Heads Coast Model Club

Young Airplane Builders Impress Flying Own Commercial Models

T. W. Kirby

Thomas W. Kirby, of the Vancouver freight office, was elected president of the Canadian Pacific Railway Model Airplane club at Vancouver, succeeding Joseph E. Doe, who on February 1st was promoted to the position of general agent, Canadian Pacific Express Company in Victoria.

Mr. Kirby's election followed a very successful meet at Hotel Vancouver March 17 when models of commercial planes built by the boy members — sons of Company employes — were flown for the first time. Construction of the models was done entirely by the boys themselves under the supervision of Fred Hollingsworth, club instructor. A flight contest staged during the evening ended with Fred Hamilton, first, time, 1 minute, 2 seconds of sustained flight; George Ward, second, time, 55 seconds; Bob McLaughlin, third, time, 27 seconds; Reg Court, fourth, time, 22 seconds.

The new president of the interesting and active little club, Tom Kirby, started training in 1930 and received his pilot's license two years later. In addition he has practical experience on the mechanical side, having previously served as a mechanic with an airline operating into Vancouver.

Thoroughly Repair Engine 3100 Following Remarkable Service

Technical Work in Angus Shops Amazes Lay Visitors

Locomotive 3100 is back on the line again after a rejuvenation process at Angus Shops that has restored to her all her youthful appearance and efficiency.

The big locomotive, which hauls from 14 to 18 cars on the fast run between Montreal and Toronto every night, was sent to Angus Shops in mid-April for customary general repairs after a splendid record of 125,665 miles since last year, during which time she never missed a trip or had an engine failure.

This fine K1 class of engine, one of two built in Angus Shops in August, 1928, handled a heavy train 340 miles every night without giving the Company the slightest trouble. Including her perfect record of 125,665 miles, 3100 has piled up a total mileage of 793,395 miles since her construction.

As a result of the work done on her in Angus Shops, the big engine is all set to make new records. The repair job, which is done every 125,000 miles in this type of engine, was very thorough. Stretching over a period of almost five weeks and occupying the attentions of several different departments, the locomotive was taken almost completely apart. The various pieces of equipment were sent to the proper departments for thorough testing and repairs. Then, everything in perfect condition again, the engine was reassembled piece by piece until it stood as new-looking, as clean, as mechanically perfect as the day it was built.

Would Amaze Layman

The layman would be really amazed to know what is done at Angus Shops when an engine, such as the 3100, is brought in for general repairs. The usual complete repair job includes the services of the sandhouse, machine shops, erecting shop, tank shop, boiler shop, jacket shop, carpenter and tender shop, steamfitters shop, paint shop, brass shop, spring and brake shop, blacksmith shops, iron foundries.

When an engine arrives at Angus for repairs the first operation is to place it at the coaling pit, all coal is removed from tender, ashes dumped and brick arch removed also water drained off. From here the engine is removed to the sand blast if the paint work is pitted, all wheels are sand blasted in any event and if the cab and tender require sanding they also are sandblasted. After sand blasting, a priming coat of black paint is then applied and engine is now ready to come into the shop.

When the engine is placed in the shop, the tender is uncoupled and taken away to the tender shop, then the real work starts with preparing to lift the engine off the wheels. All guard stay bolts are stripped, and stays, all brake rigging, main and side rods, headlamp, number lamp and other electrical work removed, smoke box front off, grates out, automatic firedoor removed and also the dome casings. All this work is done by the erecting shop gang. While this work is under way the jacket shop removes the jacket from firebox to prepare for the test on the boiler, the tank shop removes the netting and plates from the front end, the carpenter and tender shop remove lagging, and the steamfitters strip the pipes ready for test.

Powerful Cranes

The engine is then lifted up by two cranes with main hooks carrying 60-ton capacity. The wheels and trucks are dropped and engine carried up the shop to pit where she stays for the repair work to be done.

The second day in shop the engine is given a water test which shows up any defect in the boiler or cylinders, after which the motion, valves, guide bars and crossheads, and bell stand are removed. Steam pipes are taken out only if found leaking at test, and the air compressor and water pump are removed. The general stripping of machinery is now completed by the erecting shop. The tank shop removes the ashpan, the jacket shop completes removing any boiler jacket and the steampipe casings. The carpenter and tender shop finishes removing the lagging and the steamfitters start stripping the superheater pipes.

The third day the erecting shop takes out the feedwater heater and proceeds to washout and test the tube bundle. All repairs required are then started.

If the superheater header is found leaking, the header is removed and dry pipe and stand pipe removed for repairs. Mountings are all stripped down and sent to the brass shop for repairs.

The boiler shop starts cutting the tube beads in firebox and steamfitters finish stripping superheater tubes and remove them to the rack where they are all tested and repairs are made to the different supports and shields.

Work on the Boiler

On the fourth day the boiler shop finishes cutting the tubes in the front end and removes them to tank shop. These are placed in a machine which knocks the scale off and also straightens them, after which the length required is obtained and new ends to suit are welded on and tested. Boiler work is now started.

The tender is brought into the tender shop and stoker engine and trough are removed and sent to the spring and brake shop for repairs. Tank is then tested and repairs started. After tank repairs are completed, the painters start finishing up the painting and varnishing on the tender.

All material removed from engine is sent to the machine shop as it is removed, so that no delay shall take place. The machine shop proceeds to examine and test the various parts, stripping the axle boxes off the axles and renewing crown brasses, etc. The crossheads are stripped down and new parts are applied such as new shoes, bolts and wrist pins. The motion and valves are all examined and tested very closely for any flaws and parts are removed if required. All main and side rods are tested and examined very carefully for flaws and new brasses are applied.

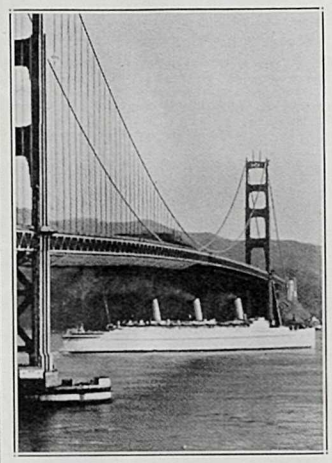
Mechanical Stoker

The mechanical stoker engine is repaired and the screws are welded up and turned on the lathe to bring them back to standard. The engine truck and cradle truck are both stripped down and the springs sent to blacksmith shop for repairs. The wheels are examined and axle journals ground and tyres turned. All boxes are repaired and then assembly work is started. As the various parts are repaired they are sent back to the erecting shop and work proceeds on assembling the locomotive again.

The boiler work is completed and tested. The engine is carried down the shop, wheeled and trucked at the same time, crossheads, guide bars, motion and valves are applied, superheater tubes are put back in and tested, netting and plates applied, smoke box front replaced and all plate work completed. The grates and arch brick are applied, tender coupled up and engine finished up for trial.

Painting the various parts of the locomotive is undertaken at different stages. The tender and cab which have a very fine varnish finish are only completed after all work has been finished on them. The frame, wheels, etc., and front end are painted when convenient and touched up after the engine has been completed and ready to send back to the road, looking and performing like new and capable of another 125,000 miles of efficient service.

Makes Maritime History



April 29 was a red letter day for San Francisco when the "Empress of Britain," calling during the course of her World Cruise, demonstrated that even the largest World Cruise liner could pass safely under the giant span of the new Golden Gate bridge. The "Empress of Britain" is the largest liner in the world to pass under any bridge.

Ontario Golfers Prepare For Annual Tournament

Entries for the 8th Ontario Officials Annual Golf Tournament on Friday, June 11, which takes the place of an annual eastern lines tournament, are higher than in any previous year and present indications are that the total will exceed 100. The event will again be played at the St. Andrews Golf Club, Toronto, which is once more the venue for the Canadian Open and will be followed by a dinner with N. McMillan, general superintendent, in the chair. Entries are open to all eastern lines officers or to any official visiting the east at the time and will be received by A. B. Smith, superintendent sleeping, dining, parlor car and news department, Toronto; Horton H. Hough, claims agent, Toronto, or E. H. Banks, press representative, Toronto.

Paris General Agent Takes Leading Part

A. V. Clark Presides at Luncheon to Prime Minister of France

In the middle of March there was an important meeting in Paris of the British Chamber of Commerce for that city of which organization A. V. Clark, general agent for France and the continent, is president. A record number attended the meeting which took the form of a luncheon, the guest of honor being the prime minister of France, M. Leon Blum. Mr. Clark was in the chair, supported by his fellow-officers and directors of the British Chamber of Commerce in Paris. Upon him fell the duty, after the toasts to "The President of The French Republic" and "His Majesty The King," of proposing the health of M. Blum, and welcoming him on behalf of the British Chamber of Commerce. Mutual interests and respect with warmth of international esteem between Great Britain and France formed the sentiment of acceptable speeches by Mr. Clark and M. Blum in response.

Happy Scenes In School Car

Carrying educational facilities to remote parts of Ontario, Canadian Pacific School Car No. 1, staffed and equipped by the Ontario Department of Education, is moved free of charge by the Company. It operates in the Algoma district, mainly in the sparsely settled 136-mile stretch between Cartier and Chapleau. In above layout, upper left, travelling school teacher W. H. McNally is imparting knowledge from the car's blackboard; upper right, a husky young pupil takes time out for a wholesome lunch; lower, an exterior view of the car.

Rolling Classroom Brings Education To Northern Posts

Children Like Unique School Serving the Remote Settlements

Children in Montreal, Winnipeg, Vancouver and other Canadian cities might be willing to exchange their prosaic classrooms for a romantic classroom on wheels—a schoolhouse in a railway car—which travels from outpost to outpost in Northern Ontario, bringing educational light into what otherwise would be dark places indeed. Such a travelling classroom is to be found in Canadian Pacific School Car No. 1, the car provided and moved free of charge by the Company, and staffed and equipped and maintained by the Ontario Department of Education.

As might be imagined, the car is designed to serve children in areas so sparsely settled and so remote from larger centres of population that they ordinarily would be without school services. Assigned to the Algoma district, the car performs fine educational service, chiefly in the tiny hamlets that stretch between Cartier and Chapleau.

Mostly Company Children

Most of the children attending the school car are sons and daughters of Company employes. Other pupils are recruited from the families of trappers, miners and farmers. Points served include Metagama, Eureka, Ramsay, Ridout, Kinogama, Pogamasing, and neighboring places.

Fitted with sixteen desks of various sizes to suit differing ages and sizes of pupils, the car is extremely well equipped to do duty as a classroom. A large blackboard adorns one side of the car and roller maps showing every country of the world are on the other wall and can be pulled down at will to show any area under discussion during the geography period.

Bookcases contain standard Ontario textbooks and many other supplementary volumes, and there are some red-blooded adventure books for leisure reading. So efficiently is the school conducted by W. H. McNally, the teacher, that school inspectors are unanimous in stating it to be fully equal to the best performance of standard schools.

Three-Day Classes

The car stops for three days at a given point, imparting lessons during ordinary school hours, then moves on to the next stop. McNally, however, leaves the pupils enough home work to keep them out of mischief until his return, which is usually about a week later.

In remote Northern Ontario all is not always easy for the schoolhouse on wheels. In Winter weather sometimes as severe as 70 degrees below zero must be coped with, and frequently heavy snowfalls make it difficult to handle the car and for the children to reach it from outlying areas.

But the car rolls merrily on. In February, 1937, for example, Mr. McNally submitted to H. J. Humphrey, vice-president and general manager of Eastern lines, a report showing that the rolling classroom had taught 18 full days and six half days, giving lessons to 17 pupils of Company families, and 18 of other families, an aggregate enrolment of 40; aggregate attendance of 207 and a "perfect aggregate" of 211.

And the children say it's fun to go to school on wheels, and few of them are ever absent though the winds howl, the blizzards blow and the thermometer plunges to 40 below.

Company Man President Of Rifle Association

Lt.-Col. Gascoigne

Lieut.-Colonel F. A. Gascoigne, retired secretary - treasurer of Canadian Pacific Steamships, was re-elected president of the Dominion of Canada Rifle Association at the annual meeting at Ottawa recently. Great success has attended the activities of the organization under Lieut.-Colonel Gascoigne's leadership.

He served the Company from 1883 until his retirement in 1935, with the exception of the period he spent overseas with the 16th Battalion during the Great War. He was awarded the D.S.O. for his services.

Food Checker at Quebec Does His Bit for Sport

Michael Dehouck, food checker at the Company's Chateau Frontenac in Quebec City recently hoped that his interest in youth and sports would bring a Canadian championship to Quebec City. He had coached Conrad Delisle, of Quebec, for the Dominion ski championships at Banff, and the Quebec lad was conceded a good chance in the cross-country race until he broke his leg by running into a tree while practising in the Rockies.

Sports Programme For Weston Shops

Complete Curling Season and Take Up Summer Activities

Curling was brought to a somewhat belated close in Winnipeg with the seventh annual banquet of the Supervisors of the Weston Shops in the Royal Alexandra Hotel on April 17. On the previous evening, the Coach Shop Curling Club wound up its tenth consecutive season.

At the Supervisors' dinner, F. R. Milligan, president, was in the chair for the programme and presentation of prizes to curlers and bowlers. John Lee, works manager, presented the curlers' cup to F. R. Milligan, skip, and T. Beggs, George Hutchison, and S. Pizey. The runners-up prizes were given by J. L. Gubbins to W. Sinclair, skip, and T. Arsenault, A. Kenn and Ross Latimore.

The Sir William Whyte cup for alley bowling was presented by James Ritchie, general car foreman, to W. Pimlott's team, composed of Mr. Pimlott, C. Welligan, C. Howell, John Lee, L. Lenoski, and H. Taylor. Runners-up were Oliver Denton, captain, and H. Smith, M. MacLean, G. Forrest, J. L. Gubbins, and Walter Woodhouse. Third and fourth place teams were captained, respectively, by A. Ramsay and T. C. Millar.

The outcome of the popular annual bonspeil of the Weston Shops, in which 45 rinks were entered from the Locomotive and Car Departments, was that the Lee Trophy was won by the rink skipped by E. Welsh, and the Lupton-Wilkinson Trophy by the rink skipped by F. R. Milligan.

Announcement was made at the banquet that a fine summer programme has been arranged, including golf, green bowling, and outings for the members, their families, and friends.

Coach Shop Curlers

The Coach Shop Curlers, with Dave Warner, president, in the chair, had John Lee, works manager, as their main speaker. Following the dinner, prizes were presented to winners in the annual competition, in which ten rinks competed. The Pellesier cup, emblematic of the championship, was won by Dave Warner, skip, and J. Hindle, R. Robbins, and F. Bryan. Second place was taken by H. Hewett, skip, and J. Breakley, A. Spencer, and G. McClements. Third place was won by F. Hinton, skip, A. Ballard, J. Apland, and S. Thomson. James Ritchie, general car foreman, presented the cup and prizes to the winning rinks, congratulating them on their success.

Re-election of David Warner as president and D. Rollo, secretary-treasurer, May 1, closed a successful year for the Winnipeg Coach Shop Curling Club. Reports from committee chairmen augured well for next season. Annual meeting attendance was the best in the club's history. John Lee, jr., J. Ritchie, and C. Howell are honorary patrons; T. Hinton and R. Burnside, the auditors; D. Sandiford, R. Tugwell, G. Beakley, A. Spencer, and J. Heindel the executive. John Lee, sr., works manager, Weston Shops, was elected a life member.

Empress Hotel Trundlers Take W. B. Lanigan Cup

Played off in nine games in March, the Empress Lawn Bowling team, from the Companys' Empress Hotel showed versatility in winning the Lanigan Trophy, presented by W. B. Lanigan, retired freight manager, for the championship of the Company Five Pin Bowling League at Victoria, B.C.

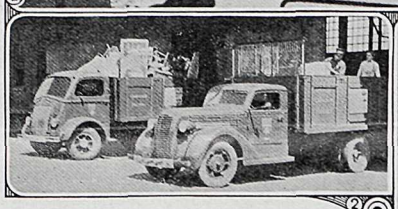
Seemingly as much at home on the indoor alleys as on the greensward, the lawn bowlers successively knocked out the Esquimalt & Nanaimo Railway squad; the City offices, and the Canadian Pacific Express Company team.

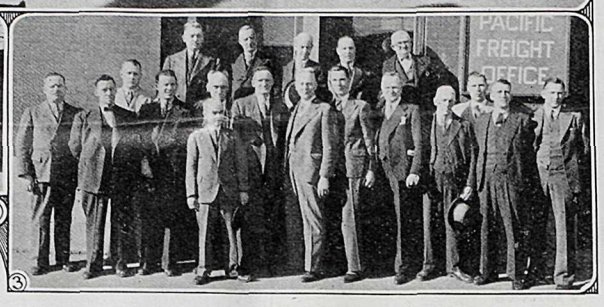
The winning team comprised A. White, accountant; James Kemp, maitre d'hotel; E. Zimmerman, assistant maitre d'hotel; Bill McDiarmid, laundry foreman, and Talbot Kyle, room clerk.

L. M. Gleeson Is Given Watch at Fort William

L. M. Gleeson

L. M. Gleeson, Company employe since 1907 in the Communications Department at Fort William, was the recipient of a handsome gold wrist watch at the annual dinner dance of the Rotary Club at that city on April 13. The presentation was made to Mr. Gleeson in recognition of his faithful services to the Rotary Club as secretary for a number of years past. In performing this pleasant duty, R. H. Judge said, on behalf of the club: "Every year when our presidents have given their annual report of the year's work, they have all, without exception, acknowledged the debt they owe to you for the tremendous amount of unselfish service you not only give to them, but to the whole Rotary club, and to Rotary in general."





The new Cartage Department of the Company will operate in Montreal with the 92 new trucks lined up in picture No. 1 above. No. 2 gives an idea of the way the incoming and outgoing freight is being handled. In No. 3 are the members of the office staff of the new department. Back row, left to right: A. Labelle, J. Jamieson, A. Lacaille, C. Monarque, J. J. Roy. Front row, left to right: O. Faucher, R. Morrison, E. Gagne (mechanician), L. Bouchard, C. E. St. Pierre (chief clerk, cartage department), C. J. Lovett (Place Viger depot agent), J. Whitton (cartage agent), A. C. Thorn (general agent), C. J. Driscoll (agent), W. Frankton (chief clerk, Montreal), P. Laviolette, E. T. Booth, E. Marchand and W. Bowers.

'Peg Employes Plan Big Summer Picnic

W. J. Renix Heads Committee To Repeat Last Year's Success

W. J. Renix, district master mechanic, Winnipeg, resumes general chairmanship of the Company's picnic and sports day committee for Winnipeg terminals by the unanimous vote of the members. This is tribute to the success which attended last season's arrangements, when thousands spent a gala day at Winnipeg Beach in June. The big mid-summer event will be held this year on June 26.

The following entire slate of 1935-36, with the exception of those who have been transferred from Winnipeg during the year, was re-elected, as follows, and met, May 7, to make final plans for the occasion:

W. J. Renix, general chairman; J. Cummings, vice-chairman; W. H. Wager, secretary; John Lee, chairman, and G. Mattern, finance committee; A. McMahon, chairman, and R. Hawthorne, transportation committee; S. J. Miller, novelties committee; J. Cummings, sports; W. H. Wilkinson, refreshments; J. H. Roper, chairman, and Mrs. W. H. Wager, prizes; W. Walker, chairman, and F. R. Milligan, publicity; Mrs. A. White, chairman, and Mrs. W. Acton, ladies' committee; Mrs. W. T. Rowden, chairman, and Mrs. B. Cox, children's committee; William Reynolds, director of first aid.

L. D. Chetham Passes Suddenly at Coast

Former District Passenger Agent Dies Following Paralytic Stroke

L. D. Chetham, former district passenger agent for the Company in Victoria, B.C., died suddenly in that city on April 15 following a paralytic stroke. Prior to his retirement under the pension regulations in December, 1934, Mr. Chetham served the Company 44 years, of which 33 were spent in Victoria.

The deceased joined the Company in Vancouver in 1889, four years after the trains first came to the coast. Shortly after this he suffered from ill-health and moved to Australia for a time. Upon returning to British Columbia he re-entered service, going to the interior, where, among other jobs, he was conductor on freight and passenger trains. In the passenger department he filled the position of ticket clerk, city ticket agent and district passenger agent.

Many of the friends he made during his long service attended the funeral, which was conducted by the Rev. S. J. A. Bastin. Among those present were E. F. L. Sturdee, general passenger agent, Vancouver; E. L. Sheehan, general agent at Seattle; H. J. Maguire, district baggage agent, Vancouver, and W. Horder, general passenger agent at Winnipeg. The Esquimalt and Nanaimo Railway and the Canadian National Railways were also well represented.

Mr. Chetham was born at Matlock, Derbyshire, in 1869. Surviving are his widow and daughter, Mrs. Jessie Branston, of Bamberton.

The Canadian military contingent for the Coronation had uniforms fitted with buckles which had been specially shipped for them by Canadian Pacific Express.

Cheung Ming, No. 1 saloon boy on the "Empress of Russia" with Chief Steward A. G. Weston, proudly displaying emblem of their efficiency.

New Economy Shield Won By "Empress of Russia"

First award of the new Economy Shield, presented by the Company to encourage economy in the four Pacific Empresses, has been made to Cheung Ming, No. 1 saloon boy on the "Empress of Russia." Ming, an old-timer in the Empress service, had his name inscribed in the first of the spaces allotted for winners, thus showing that his department, which is supervised by Chief Steward A. G. Weston, is the most economically operated in the Pacific fleet. The shield was put up for competition by the Company through R. H. Kirkpatrick, catering superintendent in Vancouver, in an effort to encourage the practice of ecenomy in each liner, especially as to avoiding losses of linen, crockery, glassware and silverware. According to Mr. Kirkpatrick, the "Empress of Russia" was this year's winner by a narrow margin because each ship excelled in an effort to be the first to win the shield.

Vancouver Bowlers Report Big Season

Passenger Employes Plan Greater Things for Next Season

Completing a successful season and already laying plans for an even bigger one next winter, one hundred members of the employes' mixed five-pin bowling league at Vancouver wound up the season at a banquet in Hotel Vancouver, April 8.

In a three-team playoff for the league championship, April 3, the "Hellers"—Jim Cooper, general passenger department; Fred Jackson, Cliff Easy and Horace Willson, Foreign freight and the Misses Dickson and Thomson, took first place in a hard-won battle. Len Whittingham, wharf ticket office, proved the best all-round bowler, with an average of 211, barely nosing out the league president, Bert Coupland, station ticket office, but Mr. Coupland took honors for high single score with 380. Len Whittingham had three high games with 826.

With a nucleus of members drawn from the General Passenger department and ticket offices the league was formed last September, with Bert Coupland, station ticket office, president; Jim Cooper, general passenger department, secretary; and Jack Shave, steamship general passenger department, treasurer.

The league had 10 teams of five members, 50 in all. Interest is keen and the executive expects to start the season next fall with at least 16 teams enrolled.

Transfer Shop Foremen

B. Wanless, shop foreman of the roundhouse at Medicine Hat, Alta., has been transferred to the same duties at Lethbridge. J. Pearson, of Lethbridge, goes to the same position in Medicine Hat.

Express Cartage Department Expands Efficient Service

New Freight Pick Up and Delivery Plan Working Well in Montreal

The handling of freight cartage with the speed and efficiency of express shipments, which was undertaken in the Montreal District a month ago by the Canadian Pacific Cartage Department, has attained immediate and widespread popularity.

Ninety-two new trucks have been providing this speedy pick-up and delivery service for railway freight in Greater Montreal. Since the first of March similar service has been provided in Ottawa and in Sherbrooke. Commencing today the service will be extended to Three Rivers and St. Hyacinthe. On April first the Cartage Department took over the handling of less-than-carload freight on the highway between Montreal and St. Jerome.

Proved Its Value

After one month's operation in Greater Montreal, the new service has proved its value. The Cartage Department performs for the railway all of the functions ordinarily handled by outside cartage agents and brings the Company in closer contact with shippers.

The vehiclemen operating the cartage vehicles are trained employes of the Cartage Department. They are uniformed in blue drill overalls and windbreaker with a driver's cap and badge. The cap badge reads "Canadian Pacific" and shows the Company's freight crest.

The vehicle equipment is entirely separate and distinct from the regular express vehicles. The cartage vehicles are of a heavier type and capacity with bodies specially designed to afford proper protection and permit quick, safe handling of freight traffic at both the terminal and the shipper's warehouse. They are painted Killarney Green and lettered "Canadian Pacific" on the side panels and carry a Canadian Pacific Freight Crest on the cab doors. Each vehicle is equipped with a tan tarpaulin lettered with the words "Canadian Pacific." The whole turnout has a very smart appearance and is tied directly to Canadian Pacific Freight Service.

Attracts New Business

One of the big advantages of the new system is the development of new business for the Company. The vehiclemen are assigned to regular routes which enables them to develop contacts and carry on direct solicitation. The vehiclemen telephone in from their routes for pick-up calls every half hour. The method of recording these calls has facilitated the handling and sorting at the shed. Co-operation between the Freight Cartage and Express vehiclemen and the exchange of information on business moving has resulted in new business for both Departments.

Inaugurated because of the importance of efficient cartage in deriving the full benefit of fast train service, this new Department speeds up freight delivery from place of origin to destination to a degree unheard of a generation ago.

As all the net revenue of the Express Company for the new cartage service is turned over to the Railway Company instead of being retained by outside interests as formerly, it is expected that the new arrangement will work out to the advantage of both the Freight Department and the Express Company and profitable to the Canadian Pacific organization as a whole.

Dog Importer Praises Express Company's Work

According to Reg. P. Sparkes, the well-known dog importer of Toronto, the Canadian Pacific Express company's employes are adepts at handling dogs on ocean voyages. In a letter to Horace Pickering, foreign agent for the express company in Toronto, Mr. Sparkes writes:

"I have been bringing dogs over from the Old Country under the care of the Canadian Pacific Express Company for many years and they have always arrived in the best of shape and never off their feed. My recent purchase—the English champion bulldog 'Debut' arrived in such beautiful bloom and condition that she could have gone right into the show ring immediately upon her arrival."

This is indeed high praise coming from a dog importer of the standing of Mr. Sparkes.

Company Wrestlers Take Three Crowns

C.P.R.A.A.A., Montreal, Trio Winners of Provincial Championships

Winning of three provincial wrestling championships by members of the C.P.R.A.A.A in Montreal featured a most successful winter sports season, which was brought to a close early in May after active participation in various branches of competitive sport. Under the coaching of Eugene Tremblay, himself a famous wrestler, Leo Desroches, 118 pounds; Vernon Blake, 123 pounds, and Larry Clarke, 134 pounds, won championships at the provincial trials held in the Rosemount Clubhouse on May 4-5.

M. Mulhearn, manager of the association, said that he is looking forward to the best summer season in years. The membership is 855 at present, and hopes are that it will reach the thousand mark. Six greens are open for lawn bowling, six tennis courts are open, and an exciting season lies ahead for an eight-team inter-departmental softball league. The biggest event of the season, however, will be the annual picnic at Hudson, near Montreal, in July, which is expected to attract nearly 3,500 Company men, their families and friends.

C. L. Pentz Is Feted After His Last Run

Baggagemaster Completes 42 Years With Dominion Atlantic Railway

C. L. Pentz

Cecil L. Pentz, well known Nova Scotia railwayman, retired under the pension regulations on March 31 after 42 years of service with the Dominion Atlantic Railway. During these years he served in every position on the train crew, but it will be as baggagemaster on the Halifax-Yarmouth express trains that he will be best remembered.

While his service record shows that he has 42 years with the Dominion Atlantic, he has in reality been engaged for several years more than that as he worked as stone mason in building the station at Mount Uniacke in 1880, then a part of the old Intercolonial. Later he joined the permanent way staff and in 1895 made his first run as brakeman. A year later he became baggagemaster and in 1905 was promoted to the post of conductor.

At the conclusion of his final run he was given a dinner and presentation by his friends.

Vancouver Mayor Pays Tribute to Efficiency

A tribute to the high standard of efficiency for which Company offices throughout the country are noted was paid at Vancouver when Mayor George C. Miller selected Arnold Vincent Stone, clerk-stenographer in the Assistant General Manager's office, as his private secretary. Out of many applicants Mr. Stone was personally selected by the Mayor, largely, the city official disclosed, because of his valuable "C.P.R. training."

Addresses Trade Boards

C. E. Stockdill, president of the Winnipeg Board of Trade and assistant to the vice-president, Canadian Pacific western lines, recently addressed the annual meeting of the Boissevain, Man., trade board and the district board and more recently the Minnedosa Board of Trade.

There was a Coronation Day dinner in Hamburg for the present Coronation, at which all British members of the Hamburg staff were present.

Old-Timers See "Silent Barriers"

Scene in the lobby of the Orpheum Theatre, Vancouver, when several old-time officers and employes of the Company gathered with C. A. Cotterell, assistant general manager, to see "Silent Barriers," Gaumont British film of the construction of the Canadian Pacific Railway through the Rockies. Present in the group of old-timers were W. H. (Billy) Evans, retired divisional master mechanic of the Vancouver division, who was pilot of the first train from Montreal into Port Moody in 1886, and Mrs. Evans; A. B. Calder, retired passenger traffic commissioner, and Mrs. Calder; T. W. Bradshaw, retired agent at Revelstoke, and Mrs. Bradshaw; Herbert Vollans, retired roadmaster of the Vancouver division; C. S. Maharg, retired superintendent of the Vancouver division, and J. J. Shaw, retired agent at Yale.

Company's Exhibit Attracts Interest At Big Paris Show

Canada Is Given Good Advertising at World Exposition

The great interest that has been shown in the Company's exhibit at the International Exposition at present being held in Paris, France, places it far up among the leading displays advertising Canada's holiday and industrial attractions.

Built completely in the Exhibits Department in Windsor Station, Montreal, the Company's Paris exhibit was made in the form of an extremely artistic information booth. There is ample room for attendants to hand out literature advertising Canada, and, from all reports received, great work is being done every day to advertise this Dominion abroad.

Modernistic in construction, the walls of the exhibit are composed of colored Canadian scenes, the whole being illuminated by lights which change in color. Four lighted columns and the woodwork of the booth have been done in "Hyacinth Blue" and "Orange Ice," the official colors of the Exposition.

Lively Banff Scene

The feature of the exhibit is the diorama at the rear, showing Banff Springs Hotel and surroundings in the Canadian Rockies. This was composed of a series of artistic paintings spaced to give proper perspective and provide room for electrically motivated trail riders, motor traffic and trains to add a realistic touch of life. Colored lighting effects, controlled by a mechanical dimmer, range from strong sunlight to a soft moonlight glow.

Above this diorama is a semi-circular map of the world, sixteen by seven feet, which shows all the Company's services, such as trans-Canada railway, regular trans-Atlantic and trans-Pacific shipping routes, and world and other cruises.

Many Canadian Scenes

At each side is a large transparent picture, the one to the right showing the "Empress of Britain" under the Chateau Frontenac at Quebec, and the other the new high-speed, semi-streamlined train. These and the two banks of hand-colored transparencies at the front, illustrating Canadian scenes along the Company's lines, also undergo attractive changes owing to special lighting effects.

Construction of such exhibits is an everyday job in the Exhibits Department, whose employes include many artisans of wide experience in the designing and construction of various types of displays. After this particular exhibit had been set up and found mechanically perfect, another difficult task was taking it apart and packing it so that it could be reassembled without trouble in Paris. E. T. Noltie, director of exhibits and displays for the Company, took the exhibit to Paris to superintend the setting up in the Canada Building of the Exposition.

Preparing Company Exhibit For Paris

The Company's exhibit, which has been attracting great interest in Canada Building at the International Exposition at Paris, France, is seen above as artisans of the Exhibits Department completed work on it in Windsor Station at Montreal. The central picture gives a general view of the booth, while the other two views are of a more informal nature. The giant in No. 2 is Bill Norman, of the Exhibits Department, with one foot at the base of 8,030-foot Sulphur Mountain and the other at the far side of the town of Banff. He is adjusting the mechanism that provides a life-like touch to the model of the world-famous resort. No. 3 shows the arrangement of endless chains which motivate horses on the mountain trails, cars on the highways, and railway trains in the background.

Ralph J. Simpson Made Inspector in Alberta

Ralph J. Simpson, agent for the Communications Department at Moose Jaw, has been promoted to the post of inspector of communications in the Alberta district, with headquarters at Edmonton. He is succeeded by William E. Aldcroft, of Moose Jaw.

Mr. Simpson joined what was then the telegraphs department at Prince Albert, Sask., in 1911, and became an operator at Moose Jaw, in 1914. He joined an infantry battalion at the outbreak of the Great War, was later transferred to the Signal Corps, and served "for the duration" with the 4th Canadian Signals in France. After the war he rejoined the Canadian Pacific and was stationed at Prince Albert, Regina, Swift Current and Moose Jaw until his present promotion.

House Party to See Old Country Sights

Tour of Scotland and England Is Planned For Company Family

England and Scotland will swing open their gates in welcome to the Company family on the 23-day House Party from Canada in July. The Old Country will be in Coronation mood for this most attractive all-expense tour of the year, at special low rates which are open only to employes, pensioners and their families.

Leaving Montreal on the "Duchess of Richmond" on July 9, the party arrives in Glasgow on July 15 after an enjoyable sea voyage. July 16 is occupied with a motor trip to Edinburgh, through the Trossachs, via Loch Lomond. After a tour of Edinburgh the next morning, the afternoon and evening are free.

One of the highlights of the trip will be the motor drive to London, visiting, on the way, Dryburgh Abbey, Melrose, Abbotsford, Selkirk, Gretna Green, Carlisle, Bassenthwaite, Keswick, Windermere Lake Country, Kendal, Lancaster, Preston, Wigan, Warrington, Chester, Stratford-on-Avon, Oxford and Windsor. July 20 and 21 are spent touring historic London, and the next day is free for individual action. The home trip starts from Liverpool on the "Duchess of Richmond" on July 23. The boat calls at Belfast and Greenock and reaches Montreal on July 31.

Members who have the available time may remain longer, if they wish, by defraying their own expenses after the party sails. In such cases, third-class westbound passage may be booked on any Company liner from Southampton, Cherbourg, Liverpool, Glasgow or Belfast.

High Scores, Dinner For Calgary Bowlers

Conclude Successful Season With Happy Function at Palliser Hotel

J. A. Jost, of the purchasing department, Calgary, made an all-time high individual score of 390 for the Canadian Pacific Association Bowling League, Calgary, not far short of the possible 450. E. D. Cotterell, general superintendent, presented the prizes at the annual dinner, the awards covering 22-weeks schedule, went to the following:

Winning team, first section—T. A. Halsall, captain; G. J. Fox, R. Scarratt, J. Miller; wining team and league championship, second section—F. Colborne, captain; W. Little, C. E. Lister and E. G. Bowie; high single team: W. Ripley, captain, D. Clapperton, F. J. Whittaker, C. J. Meaton; high three team: F. A. G. McLean; captain; D. Stewart, J. Wilson, E. Shuman. Individual averages—W. Ripley, 215; individual high single, J. A. Jost, 390; individual high three—H. M. Allan, 825; consolation: high three, R. Sinclair, 716; high single, R. White, 280.

Angus Shops Employes Give $4,236 For Poor

Employes of Angus Shops, Montreal, themselves hard hit by the depression, contributed heavily to the support of others less fortunate during 1936. Appeals for charity invariably found them with an open purse when the cause seemed good. In the seven main charity drives conducted in Montreal, they contributed $4,236.77, as follows: French Federated, $1,206.89; St. Mary's Hospital, $447.75; Children's Memorial, $306.25; Salvation Army, $154.65; Federated Charities, $1,400.90; Catholic Charities, $569.95; Jewish Philanthropies, $150.38.

Inspector Thompson Coronation Veteran

Recalls Incident As Guardsman During Crowning of King George V.

G. Thompson

G. Thompson, inspector, Canadian Pacific investigation department at Southampton, was serving in the Grenadier Guards from 1909 and well remembers the coronation of King George V. He was on duty mounting guard at Buckingham Palace main entrance at 8 a.m. and remained on duty until 4 p.m. without being relieved. "This duty," he says, "was far from monotonous, as with the sentry on my left, we were either saluting or presenting arms every three or four minutes. Being in full Guard order and the weather being very warm, it was no wonder that I felt a trifle uncomfortable when I went off duty."

Mr. Thompson adds: "The color sergeant welcomed us with a cheerful :' There's a lovely Irish stew for dinner, men,' but his tuneful note altered when he discovered that he was having exactly the same himself."

Banquet E. G. Bowie On Honeymoon Trip

Montreal Friends Honor Works Manager, Ogden Shops, Calgary

Edward G. Bowie, works manager, Ogden Shops, Calgary while on his way to the Coronation on his honeymoon, was the guest of honor at a banquet in the Oak Room of the Windsor Hotel, Montreal, on April 5 given by friends, fellow-officials and executives of the Canadian Pacific Railway. Mr. Bowie had previously been banquetted at Calgary and Winnipeg on his way East. There were 52 guests at the Montreal function.

George Whiteley, superintendent of motive power and car department, was in the chair and H. J. Humphrey, vice-president and general manager, eastern lines, made a presentation of a handsome grandfather's clock to Mr. Bowie, while Mrs. Bowie was the recipient of a bouquet of roses. Mr. Humphrey read a message of regret from D C. Coleman, senior vice-president, who was unable to be present and who wished Mr. Bowie and his bride the best of good luck, a sentiment with which Mr. Humphrey fully associated himself. The grandfather's clock was a mystery up to the time of its unveiling — so to speak—for it was entirely hidden from view under a model of the smokestack of a streamlined locomotive.

Honor Prize Winners

Prize winners for the Coach Yards Curling Club, Winnipeg, were honored at a dinner presided over by David Forbes, coach yards foreman, at the season's close. Trophy winners were: E. Wise, J. Tarte, S. Ellis and H. Rhodes (skip), McKenty Cup, and T. Ellis, A. P. Hourd, W. Bevan and A. Ellis (skip), Millan Cup.

Coast Apprentices Make Fine Showing

W. S. Gibson Wins Best Aggregate and Three Other Prizes

"Closing exercises" of the apprentices school of the Company's Drake street shops in Vancouver, April 13 saw R. A. Pyne, superintendent of motive power and car department, western lines, Winnipeg, presenting prizes to seven apprentices who led their fellows in various phases of the work during the year.

One of them, machinist apprentice W. S. Gibson, son of James Gibson, roundhouse foreman at the Vancouver shops, made a clean sweep of most of the events. He had the highest aggregate with 513 marks, took highest marks—95 in drafting, and turned in the best set of drawings and the best set of notes on the year's work.

Other prize winners were: Machinist apprentice R. W. Andrews, highest in mathematics, 86 marks; machinist apprentice T. Elliott, second in mathematics, 84 marks; tinsmith apprentice W. E. Wright, second in drafting, 86 marks; machinist apprentice N. G. Salsbury, highest in theory, 91; carman apprentice G. M. Field, second in theory, 90; carman apprentice A. J. Shephard, second best set of drawings. Apprentice Salsbury was awarded a special prize for the most progress shown since the semi-annual examinations; he showed a gain of 49 per cent.

As Motive Power Superintendent Pyne presented the prizes and commented on the excellent work of the apprentices and their teacher, Apprentice Instructor William Romain, who is a pattern maker by trade, beamed on his pupils with as much happiness as any school principal on graduation day.

A. A. McCoubrey Head Of Winnipeg Golf Club

Recognize A. H. Foster's Services With Useful Presentation

A. A. McCoubrey was re-elected president of the Canadian Pacific Railway Company Golf Club, Winnipeg, at the annual meeting in the Royal Alexandra Hotel, May 1, when prizes for the 1936 season were presented. Officers for the season just opened include: M. Jackson and O. Denton, vice-presidents; G. R. Denner, secretary-treasurer; T. Dorian, J. R. Strother, Roy Napper and S. Moore, committee.

In recognition of his services as secretary-treasurer since the inception of the club three years ago, A. H. Foster was presented with a pair of golf shoes and a locker, the gift of Mr. McCoubrey.

A trip to Kenora and friendly games with Company employes from other points, with an 18-hole match at Winnipeg Beach at the annual Company picnic, June 27, are among the season's plans.

A. R. Owen, W. D. Grosset Are Honored at London

Expressing their regard for two of the "Old Guard" of the Company, a number of the Company's European organization attended a small luncheon held in Kettner's Restaurant in London recently in honor of A. Ross Owen, of the Rome office, and W. D. Grosset, of the Antwerp office, whose retirement under the pension regulations became effective this year. With J. C. Patteson, European manager, in the chair, a radio set was presented to Mr. Owen and a chiming timepiece in Chinese lacquer to Mr. Grosset.

Elect Col. B. Ripley Veterans' President

Toronto Ex-Servicemen Plan Annual Banquet on November 20

Colonel Blair Ripley, C.B.E.,D.S.O., district engineer, has been elected honorary president of the C.P.R. Ex-Servicemen's Association for the Ontario district with Major J. A. MacKenzie, D.S.O., division engineer, Trenton, and Captain R. V. Carleton, division master mechanic, Bruce, honorary vice-presidents. Frank Underhill, car department, was elected president, W. Davis, freight department, vice-president, W. Sharp, Canadian Pacific Express company, secretary, and Duncan M. George, statistician general superintendent's office, treasurer.

The executive is composed of representatives from all the various departments of the railway in Toronto with the present membership numbering 300.

Hamburg Employes Form British Legion Branch

T. H. Gardner, of the Company's Hamburg office, has been appointed chairman of a new branch of the British Legion inaugurated there, and the British members of the Hamburg staff who were on active service during the Great War are, of course, members. The national chairman of the British Legion has presented the Hamburg branch with a standard which was dedicated in the English church there, on May 9th, the Sunday of Coronation week.

Calgary Pensioners Made Life Members

Honored By Calgary Association—A. B. Burpee President

A. B. Burpee

A. B. Burpee, transportation assistant, is president of the Canadian Pacific Association at Calgary, elected at the annual dinner at the Palliser hotel, April 29, with the following officers and executive for 1937-38; M. T. Biette, vice-president; W. M. Little, secretary-treasurer; B. C. Cool, assistant secretary; J. L. Sugden and J. A. McBurney, members of the executive with J. Denholm and R. R. Mitchell, completing a two-year term begun last spring.

W. M. Little

Bowling prizes for the season were presented by the general superintendent, E. D. Cotterell, and a feature of the occasion was the presentation of life membership to O. Kirkwold, M. J. Scott, H. N. Osborne, C. J. Powles, D. Patterson and R. Pearson, recently retired on pension. Bruce and Douglas Allan, sons of H. M. Allan, district master mechanic, and the Company Trio contributed music. J. Stevenson, the retiring president, was chairman.

Former Roadmaster Stresses Idealism In Company's Ranks

Fellow Workers Honor J. S. Anderson of Esquimalt & Nanaimo

J. S. Anderson

"When you start a young man out on his career, always give him a break. The railway is a school. The only difference is that you never graduate—the longer you railroad the more you find there is to learn, and after 46 years I find I don't know all there is to know."

In this vein, John Sigfrid Anderson, former roadmaster of the Esquimalt & Nanaimo Railway, on Vancouver Island, replied to an address in his honor when colleagues of the Maintenance of Way department gave him a complimentary dinner at the Malaspina Hotel in Nanaimo, April 19.

Stresses Loyalty

Mr. Anderson, who completed 46 years of service at the end of 1936 to retire on superannuation, was presented with a travelling bag, and a stand lamp, on behalf of the section forces, and a pipe on behalf of the E. & B. department. W. H. Smith, general chairman of the Maintenance of Way brotherhood, presided and made the presentations. In replying to Mr. Smith's address, Mr. Anderson paid high compliment to the spirit of the Company in its treatment of employes.

"The foremen who trained me" he said, "never drove me to work, but always gave me good advice and encouragement.

"The Canadian Pacific is a very human family. The loyalty of the Canadian Pacific men shines out like a beacon light," he said.

Referring to recent labor troubles throughout this and other countries, Mr. Anderson said there was never any doubt in his mind about the amicable out-come of Canadian Pacific employes' request for restoration of wage reductions. "The Canadian Pacific" he said, "has had collective bargaining for 35 years; the officers and men get around the table and talk things over."

Toast to the Canadian Pacific was proposed by J. A. Kennedy, superintendent; a toast to the pensioners was proposed by R. A. Bainbridge, division engineer, and words of appreciation of Mr. Anderson's long and faithful service were spoken by R. G. Marshall, extra gang foreman; Fred Harris, section foreman, and Oscar W. Dey, on behalf of the Order of Railroad Telegraphers.

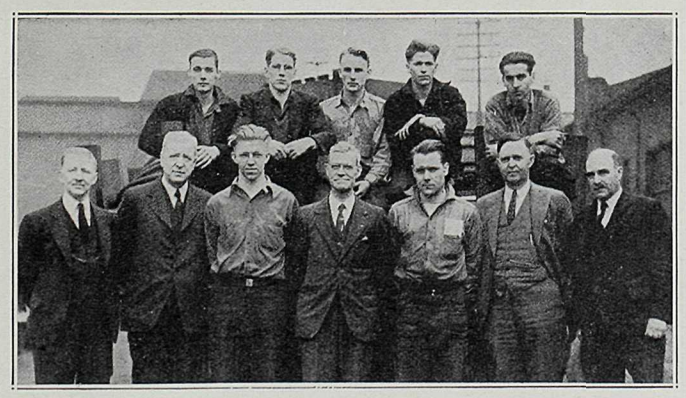
Taking part in the musical programme were Basil O. Bourgoyne, section foreman, Cameron Lake, W. M. Dauncey and H. W. MacKenzie.

During the evening Mr. Smith, on behalf of the maintenance of way employes, introduced Mr. Anderson's successor as roadmaster, W. H. Kirkpatrick, and assured him that the same sincere co-operation would be rendered to him by the employes. He complimented the men on the splendid condition of their track, and said that standardized systems of the Canadian Pacific would be brought into effect on the E. & N. but that the changes would be gradual and work no hardship on anyone.

Victoria Presentation

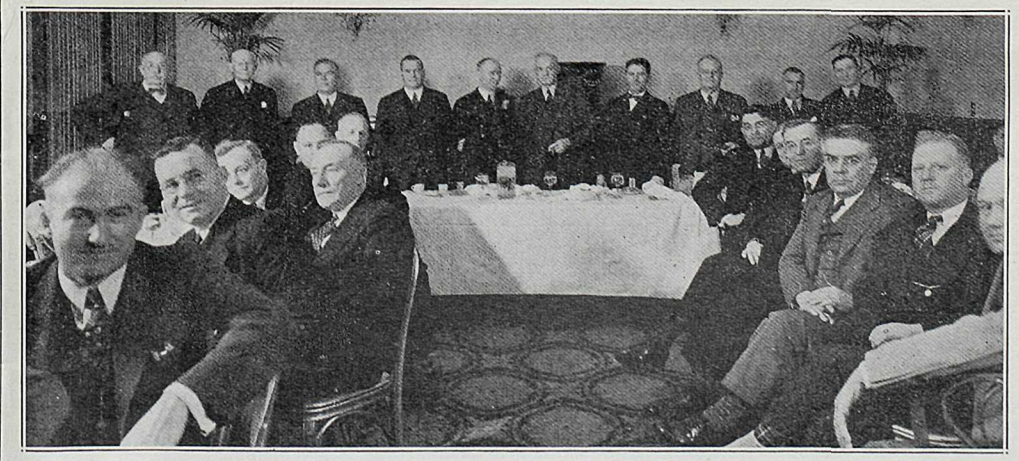
The Nanaimo presentations to the retired roadmaster followed an earlier occasion of a similar nature when officers and the general staff at Victoria presented Mr. Anderson with a set of cutlery as a remembrance of long association. Present on that occasion was H .E. Beasley, pensioned general superintendent, who engaged Mr. Anderson for the service in 1890 on the mountain division. Mr. Anderson was a "main liner" until 1913 when he transferred to the E. & N. as extra gang foreman. He was made roadmaster in 1930.

Vancouver Apprentice Prize-Winners



Seven prize-winning apprentices at the Drake Street shops of the Company in Vancouver are seen above with officials. Left to right, first row, are: Leo B. George, general locomotive foreman; R. A. Pyne, superintendent of motive power and car department, western lines; W. A. Gibson, machinist apprentice; William Romain, apprentice instructor; Gordon Field, carman apprentice; J. P. Kelly, district master mechanic; and T. E. Higgins, general car foreman. Back row, left to right: A. J. Shephard, N. G. Salsbury, T. Elliott, R. W. Andrews, and W. E. Wright.

Honor Edward G. Bowie at Montreal Banquet



At the head table, from left to right, at happy function for Works Manager, Ogden Shops, Calgary, were: J. H. Brooks, L. G. (Sheriff) Calder, T. N. Hambley, general superintendent, North Bay; H. C. Grout, assistant to the vice-president; E. G. Bowie, George Whiteley, superintendent of motive power and car department; H. J. Humphrey, vice-president and general manager, eastern lines; J. K. Savage, general superintendent, Quebec; W. A. Newman, chief mechanical engineer; and C. A. Odell.

The Profit Motive Place in Industry

(Continued from page 1, col. 5)

little more of this world's goods than the person who is doing the defining.

And secondly, it is for the good of the community that new capital should be continually created individually and collectively so that enterprise may have the tools available with which to produce more wealth for all.

Is the Machine Working?

But those opponents of the system who are so sure the grass is much greener on the other side of the fence are then entitled to ask whether the present machine is taking the great mass of humanity along the road to our stated end.

It is a little difficult to believe at times that this question is really put sincerely. The evidence is so definite not only that the machine is doing so, but that it is and has been for some time travelling at an accelerating pace. The evidence is on record for all to see who want to see. We know it, many of us, from our own short experience. Go back of that a little and it becomes overwhelming.

Now with this background you may say it is peculiar there should be so much criticism current regarding the machine; criticism to the effect that material comforts are becoming less and less widely distributed, that the productive machine has the poor man by the throat and is squeezing out his very life. That above all "big business" and "finance" are least concerned to improve his lot, and that our industrial and financial leaders are a greedy and self-seeking lot.

Relative Rewards In Industry

These criticisms seem to me to spring from two main considerations. First, the material reward of success in the productive machine has been relatively large, and a belief has grown up—fostered by some who have chosen other lines of effort or by the less successful—that this reward must of necessity be obtained at the expense of others.

I believe this is a profound mistake. The very fact of the astounding progress made by the machine in raising the standard of living for the rank and file seems to deny it conclusively. But this thought, unsupported by facts, has been deliberately fostered in most cases by those who see in so-doing an easier way of making a living than by working inside the productive machine. They have been aided by the after effects of the World War—after effects which we know from the past to be normal to wars in general and particularly to one of the extent just experienced and which found its origin in other faults of human nature. As a consequence the thought has permeated a large section of the people and has tended to increase the obstructions put in the way of the machine, so reducing its effectiveness. In fact, at times it has looked as if it would be slowed up to the point of abandonment.

Certainly its proper checks and counterchecks have been frequently interfered with, mainly because of misunderstandings of their nature. In other words, the attitude has been if you don't like the clock when it tells the correct time, then smash the clock!

The productive machine as we know it has necessarily within it a cross-section of the faults of human nature. Indeed this would be a necessity in the case of any other system.

And what a grand chance this has given its enemies? And how they have used these faults to make a case for scrapping the machine in favour of one as yet undesigned—insofar as its practical details are concerned—leave alone built?

Are Criticisms Sincere?

We would be more impressed, however, with the sincerity and intelligence of these attacks if the critics had gone about their job somewhat differently. Why, for instance, if they were really sincere has "big business" been singled out for all the opprobrium? Surely it is quite generally known that big business has in the main been able to afford, and has afforded, higher wages and lower selling prices than small business. But it is not the employer who has not been able to afford or has not afforded higher wages and lower selling prices that has been attacked.

Curiously enough one of the most active attacks recently has been made against a business which on the whole has a relatively fine community record—the automobile industry. That industry, an industry which did not even exist in any important way until early in this century, has steadily improved its product and sold that product at steadily declining prices. In addition, the automobile worker is high up in his standard of earnings in relation to other industries.

It seems to me that we have good reason to distrust the critics when the atacks come not against situations where the wage level is low and conditions really bad, but where the reverse is in general true.

The Logical Answer.

What can those of us inside the productive machine do to offset these attacks and prevent their causing a break down of the machine?

I think the constructive position is to accept the fact that every one in a position of responsibility—such as those here today—must increasingly and constantly overhaul his actions from various standpoints. In the past, because of pressure of work, the tendency has been to do our particular job as the work came across the desk. We must learn to accept something more than this as part of our job.

A certain continual awareness of the implications which go with efficient production and distribution, and with the making of profits, is required. Awareness of obligations to the community as a whole as well as to the success of the enterprise. But still awareness of the necessity of profitable enterprise and pride in achieving such profits where the broader community responsibilities have been observed.

It is important that the wage-earner take this attitude just as much as the employer. Reduction of long hours of work is an excellent objective for both employer and employe to the extent that efficiency in production or better health for the employe result. As an end in itself, however, irrespective of health or efficient production, it is a standard which is bound to be hurtful to the community as a whole in that production is lessened before the bulk of humanity has achieved independence from material want.

Let us be aware also of the advantage to the community and to profitable enterprise of reducing prices—and so of expanding markets—where profitable enterprise can still result.

Consciousness of fundamentally sound approaches such as these is bound to make for the desired end. It will tend also to make it more difficult for the demagogue to exploit for his own advantage the worker who has not had the opportunity of understanding that he should for his own sake encourage profitable enterprise and abhor unprofitable enterprise. And incidentally for the sake of the Government which draws so much of its revenue for national purposes from the profits of industry.

By all means let us understand our machine and accelerate its effectiveness; and let us turn the criticism of its defects to account—even where that criticism comes from its enemies—by regarding these criticisms as an incentive to greater effort and higher standards.

Governments Must Conform

And we of the productive machine have a right to expect a similar attitude to their own problems from those in other walks of life; from government, for instance. Perhaps in our capacity as citizens we can help in that area also.

What do we want from our Governmental leaders; what should we encourage and applaud in them?

First, surely a knowledge of the art of Government;

Second, analysis of the facts underlying the country's national and provincial problems;

Third, courageous policies when the facts are known; and

Fourth, courageous action in the carrying out of such policies.

And where we see leadership of this type we must be prepared to withhold criticism and reward those that show such courage, both by maintaining them in office and by demonstrations of public approval.

Moreover failure to face problems in an objective and constructive manner should be the test of incompetence whether in industry or in Government. But let us give fair trial to our leaders to the extent that they conscientiously work along this line and let us refuse to be misled by misfits in the machine who promise spectacular and overnight cures of the "rabbit out of a hat" order.

Schreiber Wins Thunder Bay Hockey Title

These Company employes and sons of employes won for the Schreiber Hockey Club the Thunder Bay Senior Hockey League Championship and the silver cup presented by D. C. Coleman, vice-president of the Company. They are, left to right: Front row, J. St. Jean, P. Hope and A. Shires; second row, E. White (executive), A. Garrity (trainer), V. Poulin, W. Gavin, W. McGregor (playing coach), C. Corston, C. J. McGregor (president) and H. Hembruff (manager); back row, E. Paradis (sub goalie), D. Ross, F. Fummerton, M. Linklater, T. Kivisto, H. Duggan and B. Paradis (assistant trainer).

WEDDINGS

Jost-Boaz—Former members of the western lines Purchasing Department, Winnipeg, were married on April 10, when Miss Louise E. Boaz, of the staff, became the bride of Joseph Jost, chief clerk in the Purchasing Department, Calgary, where he was moved last fall from similar duties in Winnipeg. Before leaving Winnipeg, Miss Boaz was entertained at luncheon in the Royal Alexandra Hotel and presented with a silver tea service by members of the office staffs, while the Purchasing Department gave her an accompanying Sheffield tray.

Gwyn-McEachern—The marriage of Charles Featherstone Gwyn, casualty clerk in the office of the vice-president of western lines, to Miss Marian Benson McEachern, Winnipeg, was solemnized on May 15. A reception followed at the Manitoba Club.

Fisher-Walsh—Thomas John Fisher, popular member of the Freight Tariff Bureau, Montreal, and Miss Ruth Lillian Walsh were married at Calvary United Church on April 2. Various presentations to Mr. Fisher by his friends and fellow workers marked the occasion.

Kyle-Mallett—The marriage of Miss Mary E. Mallett, only daughter of Mr. and Mrs. A. E. Mallett, Winnipeg, to Talbot L. Kyle, youngest son of Mr. and Mrs. T. B. Kyle, Winnipeg, at Knox United Church, May 7, is announced. Mr. Kyle is room clerk at the Empress Hotel, Victoria, B.C., and was formerly on the staff at Banff Springs Hotel.

Captain Richardson Captures Honor

The port of Montreal was opened for the first time by a "Duchess" liner and for the first time in 23 years by a passenger ship when Captain Charles Richardson brought the "Duchess of York" into the St. Lawrence port early in the morning of April 19 and won as a trophy the gold-headed cane awarded each year by the port to the master of the first vessel arriving from across the Atlantic or from the South American continent. In the picture above Captain Richardson is seen receiving the gold-headed cane from Alex Ferguson, port manager, in the presence of port, marine and Company officials. The presentation took place on the bridge of the Duchess on April 21. Standing in the background are (left) Captain R. C. Brown, port warden, and M. H. A. Archambault, port secretary.

D. C. Coleman's Cup Goes to Schreiber

Company Team Wins Thunder Bay Senior Hockey Championship

The lovely silver trophy given by D. C. Coleman, vice-president, for the championship of the Thunder Bay Senior Hockey League was presented to the Schreiber team late in March at a civic reception attended by more than 100 residents of that lively Ontario town.

Schreiber became the first winner of the handsome trophy put up for competition by Mr. Coleman last year by winning the league title after playing 16 games, and then defeating Fort William in the championship play-offs.

In the late winter of 1936, Mr. Coleman, while on his way east, asked Superintendent C. J. McGregor at Schreiber for the privilege of donating a cup to the Thunder Bay Senior Hockey League, because of his early associations with the lakehead cities and in recognition of the interest displayed in amateur sport by employes of the Company and their families in Fort William, Port Arthur, and Schreiber.

The cup was gratefully accepted by the league executive, whose thanks were conveyed to Mr. Coleman by President T. H. Carroll, Fort William. Trustees of the trophy are the mayors of Fort William and Port Arthur and the reeve of Schreiber.

Following a hard-fought season, the Schreiber team, which was marshalled from the ranks of the Company family in towns between Chapleau and Port Arthur, was tendered a banquet and given the cup by Thomas Hambley, general superintendent, North Bay.

Bowlers at Toronto Defeat Montrealers

Winners of Ingram-Thompson Trophy in Friendly Inter-City Matches

Winding up the bowling season in great form with a win over the Montreal Communications team by 7 to 5, the Canadian Pacific Communications Bowling League of Toronto held their most successful banquet in years on May 8 in the Oak Room of Toronto Union Station, with approximately 80 in attendance. They were hosts to 22 bowlers from the Montreal office who had travelled to Toronto for the annual match for the H. S. Ingram-W. M. Thompson trophy, which was donated in 1927 by the superintendents at Toronto and Montreal at that time. The cup has been won seven times by Toronto and three times by Montreal.

At the banquet there was an entertaining floor show, provided by a five-piece orchestra, dancers and singers, boxers, and comedy wrestlers. During the height of the festivities, the chairman, A. R. Cannon, accountant in Real Estate Department, was advised that a woman with four small children was stranded in the station. An appeal was made to the bowlers and in a few minutes the sum of $6.50 was collected for her assistance.

Veterans Retire Under Pension Rules

Hattot, A., Wood Mcht., Angus Shops.
Hetu, L. G. D., Helper, Angus Shops.
Ouellet, J. O., Agt. & Oprt., St. Felix de Valois.
Roy, J. Z., Helper, Angus Shops.
Pentz, C. L., Trn. Bggmstr. Kentville (DAR).
Wolsley, J. E., Carman, Lethbridge.
Garceau, J. C. U., Loco Engr., Laurentian Divn.
Altwasser, M., Sctnman., Regina.
Fieldus, A. L., Mchst. Help., Lambton.
McLeod, G. D., Agt., Daysland, Alta.
Maslak, W., Sctnmn & Rlg. Foreman, Winnipeg.
Taylor, J. H., Strkpr. & Sup., Vancouver.
Hickson, R. J., Agent, Campbell's Bay.
Sharpe, F. C., Asst. Supt., North Bend.
Frappied, J. B., Conductor (QCR) Sherbrooke.
Hebert, J. I. O., Sctnmn., Valley Jct. (Q.C.R.)
Kendick, Mrs. M., Head Stewardess, "Duchess of Atholl" (CPSS).
Charbonneau, J. A., Mchst., Angus Shops.
Dutton, H., Machinist, Angus Shops.
Harding, G. A., Cprsmth., Angus Shops.
Anderson, J. E., Ship Liner, St. John, N.B. (CPSS).
Humphrey, C., Ship Liner, W. St. John (CPSS).
Gordon, P., Rdmstr., Red Deer, Alta.
Jackson, J., Chf Engr., Atlantic Service (CPSS).
Keleher, T., F'man Ship Liner, W. St. John (CPSS).
Russell, W., 1st Officer, "Beaverburn," (CPSS).
Audette, O., Trnmn., Farnham Div.
Bedard, A., Loco Engr., Winnipeg.
Flint, R. H. A., Loco Eng., Owen Sound.
Gauthier, E. D., Carman, Sortin.
Kennedy, A., Conductor, Lethbridge.
Lang, A. J., Nt. Ydmstr., Saskatoon.
Saunders, E., Clerk (SD&PC) Montreal.
Whitehead, W., Loco. Engr., Winnipeg.
Wilkinson, E. H., Trmn., Toronto.
Hayes, M., Loco Engr. (Q.C.Ry.)
MacKinnon, A. J., Sctnmn., McAdam.
Hagan, F., Loco. Engr., Farnham.
Faint, E., Loco Eng'r., Revelstoke.
Grainger, T. W., Chef & Cook "Beaverdale" (CPSS).
Russell, J., Car Cleaner, Calgary.
Thom, W., M. Eng'r., Outremont.

Messenger Halts Horse In Wild-West Style

Joseph O'Hara

Messenger Joseph O'Hara put the Company on the front page recently in the Maritimes by his heroic wild-west feat in stopping a runaway horse. It happened at one of the busier corners in Saint John, N.B. The excited horse dashed across the intersection, reins dangling, hoofs pounding the pavement, mane flying in the breeze, nearly upsetting young Joseph O'Hara, messenger boy with the Communications Department. Recovering himself, the youth turned his bicycle around and pedalled furiously in pursuit. Coming up alongside the frightened beast in approved western fashion, he caught the reins, dismounted, and held the horse until its owner, who had been racing along some distance in the rear, arrived at the scene.

Vancouver Golfers Having Big Season

Have Eyes on Commercial League and Departmental Wars

One of the newest and most active off-shoots of employe activity on the Pafific Coast, the Canadian Pacific Railway golf club of Vancouver, with beautiful Langara, the Company's own public course, as headquarters, has embarked on a big season that includes everything from the Century club—for unfortunates who have never broken 100—to a team in the city Commercial League where the Company players last year were runners-up.

Monthly tournaments started at Langara March 21 and continued on April 18, May 16, and others will be held June 20th, which has been set aside as Ladies' day—July 11, August 15, September 19, October 17, November 21 and December 19. The last, of course, will be one of those turkey shoots for the Christmas bill of fare.

These are but a few of the club's seasonal activities, however, as the Inter-Departmental League, club handicap championship, "Century Club" competition, and the Commercial League offer other outlets for the Vancouver divoteers. Teams of three, two players and a spare, from the various departments are fighting it out in the Inter-Departmental league. Defending champions are: H. P. Proctor, H. A. Francis, and R. G. H. Parker, general freight.

With a membership of 125 drawn from all departments, the club is one of the most successful of its kind. Captain Edmund Aikman, R.N.R., general superintendent of steamships, is the president, with a good active executive to help him.

R. A. Gunton Is Honored Before Leaving Toronto

R. A. Gunton

On the occasion of the promotion of R. A. Gunton, traffic solicitor of the Communications Department at Toronto, to the position of Chief Clerk to the assistant manager of Communications, Eastern lines, Montreal, officers and employes of the department in the Ontario district presented him with a set of dinner dishes, Dresden style, and a silver platter. All of Mr. Gunton's 23 years with the Company were spent in Toronto where he entered service in 1913. He was promoted from chief clerk to the superintendent of Communications at Toronto to traffic solicitor in March, 1935.

Canada's Coronation oaks from seedlings and acorns obtained from Royal parks in England were shipped by Canadian Pacific Express.

OBITUARY

David Francis, 56, Hickson street, Toronto, died on April 23rd. Born August 9, 1883, Mr. Francis entered the service on April 11, 1911, as trucker, and was pensioned February 1, 1937.

Firman Haig, pensioned yard foreman, died on April 25. The late Mr. Haig was born on May 2, 1858, entered the company's service as yardman at Havelock, Ontario, on February 23, 1897, and pensioned January 1, 1924.

Albert Edward Lovatt, in Company service for 25 years in Moose Jaw, Sask., died at his home there, April 2, aged 54. He came to Canada from his birthplace, Tean, Stoke, Staffordshire, England. At the time of his death he was freight conductor out of Moose Jaw. He leaves a wife, one daughter and one son, all of Moose Jaw.

Peter McNaughton, first express messenger for the Company at Port Moody died at Gordon Head, near Victoria, April 14, and was laid to rest in Vancouver, April 16. He was 76 years old.

Louis Corbier, for the past 18 years member of the Montreal operating room staff, Communications Department, died January 22 at his home. Springfield Park, near Montreal. He entered Company service as an operator at Aroostook, N.B., later going to Woodstock. In 1919 he joined the Communications Department in Montreal.

Alexander Stuart McCaskie, 67, Calgary, for 27 years Company Yard foreman at Calgary, died suddenly at his home, April 15, from a heart attack. He was born in Peterboro, Ont. He leaves two daughters and four sons all in the west.

Murty Lloyd Wallis, yard foreman at Guelph, Ont., who was pensioned on February 1, 1937, died on February 27, 1937. He entered the service on March 30, 1910, as yardman at Galt, and in 1933 was made yard foreman at Guelph. He resided at 327 Margaret street, Preston.

Nicholas Hall, pensioned extra gang laborer, Havelock, died at the Ontario Hospital, Kingston, Ont., on March 13. Born March 15, 1862, he entered the service as sectionman at Maberley, May 1, 1894, and was pensioned July 1, 1927.

Christopher Hartford, pensioned watchman, Owen Sound, Ontario, died March 16, 1937. His service as watchman was from 1886 to December 31, 1911.

John Barclay Dickie, pensioned train baggageman, 467 Windermere avenue, Toronto, died in the Wellesley Hospital, Toronto, on March 25, 1937. He was born January 28, 1862, entered the service as trainman, Trenton division on August 12, 1891.

William Harvey, pensioned pumpman, died at Chatsworth, Ontario, on April 2, 1937. He entered the service as pumpman on the Bruce Division on July 1, 1908 and was pensioned May 1, 1932.

Michael Cloherty, of Chatham, Ont., died on April 12. He entered the service as gateman at Chatham in 1890 and was made crossing watchman in 1911 and pensioned July 1, 1935.

James Weymark, 42, Lincoln avenue, Toronto, pensioned bridgeman, died on April 18, 1937. He joined the company in 1892 as mason in Toronto, was promoted to bridge and building foreman in 1910. He was pensioned on July 1, 1933.

Edward Joseph Connell, pensioned engineer, died on May 8 at his late residence, 672 Dufferin street, Toronto. He entered the service on June 27, 1883, and was employed as an engineer at Toronto from August 9, 1892 until his retirement on January 1, 1936.

Herbert D. Godsoe, former agent of the Communications Department at Halifax, N.S., died in that city on March 27 in his 59th year. He served the Company from 1895 until 1931, when, due to ill health, he retired under the pension regulations.

Edward G. Lambert, who died at Saint John, N.B., following a brief illness, was a retired stationary engineer with the Company. In his 77th year, he had been a well known Company employe at West Saint John for many years.

John Medley McKiel, who retired from Company service a year ago owing to poor health, died at Saint John, N.B., in March in his 59th year. He served the Company for 39 years, during the last 20 of which he was an engineer.

George J. O'Dowd, district freight and passenger agent at Quebec for the Company for the past 29 years, died on March 27 at the age of 63. He had served the Company for 43 years.

George A. Fowler, for 46 years an employe of the Company, died on March 23 at his home in Westmount, P.Q., in his 77th year. He acted as lumber agent from 1897 to 1928, when he retired.

William Cope, pensioned trainman, of Ottawa, Ont., died on March 20, in Lakeland, Fla., where he had been spending his winters since retiring. He served as yardman and trainman on the Smiths Falls Division, and was in his 67th year.

Capture First Aid Championships

The Canadian Pacific Railway, Vancouver division, First Aid team, which captured two provincial championships trophies during the St. John Ambulance Association competition held at the coast on May 7 and 8. From left to right, back row, are: T. Elliott, spare man; Fred B. Collinge, R. E. Reynolds, J. D. Alexander, Rudyard B. Kipling, secretary of the St. John Ambulance Association at Vancouver; Frank W. Walter, W. Ingram and D. J. Thomas, instructor. Constable W. E. Darknell and S. Cain also assisted in the instruction.

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