CANADIAN PACIFIC STAFF BULLETIN

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

NUMBER 9 — WINDSOR STATION — MONTREAL — DECEMBER 1ST, 1935

Achievements of Company Told By Historic Pictures

Completion of Line Opened Way for Development of Canada—Pictorial Proof

Pictorial memories of the Company's history-making activities in the past half century were ranged around the walls of Windsor Station concourse for the edification and entertainment of the public and Company employes alike on November 7 on the 50th anniversary of the completion of the first trans-continental line on Canadian soil at Craigallachie on November 7, 1885.

Focal point in the display of more than 300 historic paintings and photographs was a huge oil painting entitled "The Driving of the Last Spike," the principals of which would be more than satisfied today were they alive to see their fondest hopes of half a century ago realized.

The anniversary exhibit, which contained pictures collected from a variety of sources to illustrate the wide scope of the Company's activities, depicted a breathless tale of hardships in constructing the first trans-continental line and gave photographic proof of the part played in the development of Canada after the last spike had been driven.

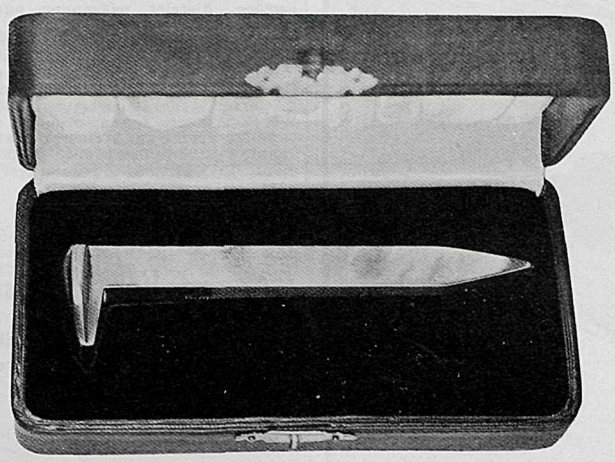
Illuminating Documents

Commencing with documents which recalled early failures to build the railway as a publicly-owned line, the exhibit goes on to show the reluctance of George Stephen, later Lord Mount Stephen and the first president of the Company, to take over the work as a privately-owned corporation because of the small cash bonus offered and the difficulties involved. He advised Sir John Macdonald, then Prime Minister: "You will have no difficulty, I feel sure, in finding men on the other side more or less substantial and with greater courage—mainly because they know less of the difficulties to be encountered, but also because they will adopt measures for their own protection which I could not avail myself of."

That his fears were right, concerning the difficulty and cost of building this line to bind the provinces of Canada together with bonds of steel, was shown in another document, a pledge of personally-owned securities by George Stephen, Donald S. Smith and R. B. Angus in 1884 to meet the demands of the Canadian Pacific pay roll.

Many pictures illustrative of the work and conditions of that time,

(Continued on Page 5, Col. 1)

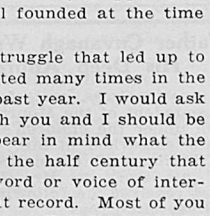


The Last Spike

ON NOVEMBER 7 this Company celebrated the fiftieth anniversary of the completion of the railway line between Montreal and Vancouver. As the hammer blows that drove home the last spike that morning fifty years ago resounded through the mountains, the world became aware that a widely scattered and diversified group of communities had become bonded together as one in actual fact, and that a young and vigorous people had definitely stepped into the nationhood so well founded at the time of Confederation.

You are all familiar with the heroic struggle that led up to that final scene. Happily, it has been recited many times in the public press and other publications of the past year. I would ask you not to forget it. It is a story of which you and I should be proud. In remembering it you will also bear in mind what the Canadian Pacific has done for Canada in the half century that has passed since that date. No envious word or voice of interested detraction can justly seek to sully that record. Most of you have played a part in establishing it, and to all it is a prideful heritage to be handed on to those who follow.

It is a fine thing to look back at an honorable and useful past, as we of the Canadian Pacific may do—but we also must look to the future. These are troublous times—less so than those of a little while ago, perhaps—but the outlook is not yet all clear. Nevertheless, I feel that, rather than be discouraged, we should be gratified and heartened by the manner in which the Company has come through. I firmly believe that, despite uncertainty immediately ahead as far as the railways are concerned, there lies before us another period of constructive national usefulness and profitable operation. Much depends upon the effort you each put forth and your continued loyalty to the high standards the past has placed before you. With every confidence I call upon each of you to do his or her part in maintaining our fifty-year tradition of constructive usefulness to Canada and of profitable service to the Company and to each other. Our country, our Company and ourselves—may we continue to serve all three in loyalty and in zealous effort.



Better Take The Train If You Seek Safety

According to figures quoted in the November issue of the Railway Carmen's Journal: "If you ride a coach or Pullman on a passenger train the chances are 19,000,000 to 1 that you'll reach your destination alive, but the odds are 1 to 100 you'll be injured in a motor vehicle accident this year and 1 to 3,500 that you'll be killed in one."

The above figures are quoted from United States statistics and apply to that country.

National Markets Depend on Railway

Primary Producers Could Not Compete Using Other Forms of Transportation

T. E. McDonnell

"Products of the mines, the forest products of pulp, paper and lumber industries, the grain and live stock of the farmer and the rancher, and the product of our fisheries could not successfully compete in world markets if all of them had to depend for transportation upon aircraft, pipe line, inland waterways and highway transport. These primary producers need railways, and we need those primary producers if we are to prosper as a nation."

This point was driven home by T. E. McDonnell, Toronto, president and general manager of the Canadian Pacific Express, in a recent luncheon speech before the Quebec Kiwanis Club.

"That does not suggest that we should have only railways in our transportation system," added Mr. McDonnell. "It means that because we cannot get on without railways we must sometimes co-ordinate these other methods with the railways. It means that we must cease thinking or saying that 'this thing' was proposed or done to help the railways. It is not so much the railways that are concerned as that the whole of Canada is and should be concerned in preventing the starving of its railways, without which it cannot get along."

Unlike railways, the highways were not built for commercial transportation, which was a by-product that now threatened the commercial life of Canada, and which must be controlled, said the speaker.

"The necessary result can be secured when legislators and public officers believe enough people want it done," concluded Mr. McDonnell. "The number of people wanting it done will grow in proportion to the number who take time to consider how their own interests would suffer if railways existed only in a crippled state."

Company Has Widened Scope Of Its Scholarships At McGill

This substantial building at Brownville Junction, Maine, houses the railway "Y" and plays important part in community life.

Choice Extended to Arts and Science as Well as Engineering and Architecture

Expansion of free scholarships in McGill University for Company employes and apprentices under 21 years of age and minor sons of Company employes to include Faculty of Arts and Science, providing for four years' tuition in the Arts Division or the School of Commerce, is announced in an official circular, under date of November 1, by D. C. Coleman, vice-president of the Company. Hitherto tuition in engineering or architecture only was permissible.

These free scholarships have aided many worthy young men in the past and the extension will be greeted with joy by other earnest students across the country seeking specialized training in the Faculty of Arts and Science.

The announcement by Mr. Coleman, containing the regulations for these scholarships, is as follows:

"Two free scholarships, tenable in any of the following Faculties and Schools of the University, are hereby offered, subject to competitive examination, to apprentices and other male employes under twenty-one years of age, enrolled on the permanent staff of the Company, and to minor sons of employes.

Conditions

"Faculty of Engineering: Chemical, Civil, Mechanical or Electrical Engineering. Four years' tuition on Senior Matriculation, or five years' tuition (including one year in the Faculty of Arts and Science) on Junior Matriculation. Architecture—Five years' tuition in the School of Architecture.

"Faculty of Arts and Science: Four years' tuition in the Arts Division, or the School of Commerce.

"The scholarships will be awarded, upon recommendation of the Registrar of the University, to candidates who have written either the McGill Junior Matriculation Examination at the University in June, 1936, the High School Leaving Examination of the Province of Quebec, or upon the results of Matriculation Examinations of other provinces, provided that the examination papers written are those required by McGill University and that a list of these papers is submitted with certificate of eligibility for approval by the University. The candidates averaging highest in the subjects required for admission will receive the Scholarships and have the option of taking any of the above courses. The Syllabus for the Matriculation Examination may be obtained from the Registrar's office at McGill University.

"The scholarships will be renewed from year to year to cover a period not exceeding five years, if at the close of each session the holders thereof are entitled, under the rules, to full standing in the next higher year.

Must Give Notice

"In case a scholarship holder finds it necessary to interrupt his course for a year or more, notice must be given at the close of the session to the Railway Company and to the Registrar of the University, in order that the scholarship may be open to other applicants. In order to establish prior claim to the next available scholarship, notice of the student's intended return must be given to the Railway Company, and to the Registrar, not later than January 1st preceding the opening of the session in which such scholarship will be available.

"Applicants for certificates to enter the competition should write to Mr. F. J. Curtis, Staff Registrar and Secretary, Pension Department, Montreal, giving their name in full, age, and specify school student has attended. If not in the service, the relationship to an employe of the Company should be stated. Copies of the General Announcement containing the conditions of admission and announcement of courses may be obtained upon application to Mr. T. H. Matthews, Registrar, McGill University, Montreal.

"Applicants residing outside of the Province of Quebec should write to the Registrar of the University for full information as to the qualifying examination papers.

"Certificate holders must apply not later than May 15th, 1936, to the Registrar of the University for admission to the examination, and such application must be accompanied by the Company's certificate of eligibility."

Strong Railway "Y" Community Centre

Brownville Jct. Institution Performs Useful Service — W. R. Howard Chairman

Under the care and supervision of James L. Hay, secretary of the Brownville Junction, Maine, Railway Y.M.C.A. for the past sixteen years, the association re-opened last September to commence another season of educational and social activities, scheduled to end next June.

An outstanding success each year is the wide interest shown in the special courses offered by the association in economics, sociology, English literature, mathematics and dramatic arts. Studies as such have drawn favorable comment from prominent men active in the industrial life of the State, who, in the promotion of the school's programme, have willingly given a series of weekly addresses lasting over a period of three months, dealing with the ever-changing problems of present day conditions.

The social life of the community is heightened by the periodical dances held in the building during the winter months, and attended by old and young. Another form of indoor amusement is the bowling alleys, where for past seasons teams, both men and women, have competed for coveted trophies presented at lavish banquets held each year in the spring.

Under the chairmanship of Wm. R. Howard, the veteran first trick train despatcher on the Brownville division, and James Hay, the "Y" has grown into an ever-increasing institution which now boasts an annual membership of 175 supporters.

Children Saved By Messenger's Heroism

Vincent Reyno of Halifax Sacrifices Self, Crashes Bicycle—Maintains Tradition

Vincent Reyno

It was a case of either crashing his bicycle into a group of children or steering it over a steep bank at the risk of his own life that confronted Vincent Reyno, a smart messenger of the Communications Department, at Halifax recently. Having to uphold the reputation of bravery and valour of the messenger force of the Atlantic District, there was only one course open to young Reyno, and he took it. The result was that he rolled over the steep incline, suffering painful bruises which necessitated medical attention and a rest at his home.

He was hurt, his bicycle was badly broken, but the little children were safe and the reputation of the messenger force was carried a rung higher.

Veterans at Revelstoke Honored On Retirement

Fellow members of the Canadian Pacific shops staff at Revelstoke, B.C., assembled in full force in October to do honor to ex-machinist helper Hugh Smythe, ex-laborer John Pugsley and ex-boilermaker helper Arthur Maddocks, retiring from railway service after full time with the Company.

During the social affair, presided over by "Bert" Murgatroyd, the three guests of honor were presented with leather billfolds as souvenir remembrances. Jack Carmichael, a senior in the shops staff, made the presentation with an address of congratulation assuring the recipients that they would always remain a part of Company social doings at Revelstoke.

John Pugsley entered the service 44 years ago and has been sectionman, brush hand, boilermaker's helper, machinist helper and laborer. H. E. R. Smythe has been with the Company 42 years, with a short lapse on account of illness. He began in engine service and served also as electrician and machinist helper. Arthur Maddocks entered Company service 23 years ago and has been laborer, relief machinist helper and boilermaker's helper.

Attractive Booklet Is Reunion Souvenir

Five Charter Members at North Bay Reunion of Brotherhood Of 1884

A bright and interesting souvenir book has come to hand commemorating the reunion at North Bay on August 8, 1935, of Lodge 234, Brotherhood of Locomotive Firemen and Enginemen. Printed on fine paper, brightened by pictures of historic interest, well supported by advertisers, and containing lively articles, the book is a credit to this Northern Ontario lodge, which was founded in 1884.

An unusual feature of this reunion was the presence of five charter members, each of 51 years' standing, Pat Carmody, Jim Fallon, John Scott, James McIlvenna and Lott Britten. Several who joined the Brotherhood fifty years ago were present.

Problems Of Steamship Operation

A Condensed Report of a Paper Read Before a Gathering of Company Officers at Windsor Station

By M. McD. DUFF
Assistant to the Chairman, Canadian Pacific Steamships

M. McD. Duff

Steamship operating is mainly concerned with the expense side of the ledger and the problems might be broadly stated as consisting of the handling of all traffic offered promptly, efficiently, to a high standard and at the same time keeping the cost as far as possible below the earnings. During the past five years this has been a heavy task. The period was one of unprecedented depressions and many financial disasters in shipping the world over; and yet while our net result is far short of satisfactory it compares most favourably with other shipping companies and we have yet to hear of any who have equalled our record.

The crew of a ship has four main divisions, Deck, Engine, Purser's and Steward's; all interdependent but in no sense interchangeable. Each departmental head controls his own staff and is responsible to the captain for the discipline and efficiency thereof. In the purser's and steward's departments we can and do train and develop the staff from Juniors to the highest rank. With deck officers and engineers we cannot do so. The Seniors in these departments must, to comply with the law, be in possession of Board of Trade certificates of competency. We go beyond the requirements of the law and insist on all officers in charge of watches holding Master's Certificates and all watch engineers holding First Class Certificates.

Juniors Carefully Picked

In selecting juniors, the greatest care is taken to examine not only their qualifications, experience and character, but their appearance, manners and general deportment, and the final selection is made of those who show promise of developing so as eventually to be fitted for the highest positions in the service. Higher positions are always filled by promotion, seniority ruling where all other factors are equal. From the time of first joining the service each man is carefully watched and regular confidential reports are made by the commander of each ship as to his ability, attention to duty, general deportment ashore and afloat and fitness for promotion when opportunity offers. There is an understudy for every position and vacancies can be competently filled by promotion at a moment's notice. So important is this matter considered that promotions to senior positions receive the personal consideration of the Chairman.

As regards shore labour classed as casual, but in which a large number of men are employed fairly regularly by us, such as longeshoremen, checkers, carpenters, coopers, etc., it is all unionized, and governed by joint agreements made with the unions by various shipping associations in which we hold membership.

Clerical staff is handled along the same lines as on the railway, vacancies being filled whenever possible by promotion of juniors. Careful selection is practised in the case of juniors and every opportunity is taken to broaden their experience and make them familiar with the working of the ships outside of their own particular duties. The supervisory staff require technical knowledge and are usually drawn from ships' personnel.

Sailing Schedules Important

The preparing of schedules is another problem. For the Atlantic Service these are prepared twice a year to cover the Summer and Winter Seasons and for the Pacific once a year, but the Pacific schedules run into the next succeeding year and are generally prepared about a year in advance.

We have long since completed a schedule for the early part of 1937 in order to take care of some special passenger movements in connection with the Eucharistic Congress to be held in Manila at the beginning of February, 1937. While these schedules are prepared as outlined, changes are frequently necessary as the season progresses.

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Address all communications to
J. HARRY SMITH
Room 329 Windsor Station Montreal

French Canadians Win Scholarships

Jules Mercier and Paul Senecal Win Technical and Commercial Courses

Jules Mercier

Two young French - Canadians, Jules Mercier and Paul Sénécal, sons of Canadian Pacific Railway employes, have recently been granted scholarships for a full course each of five and three years respectively at the Ecole Polytechnique and the Ecole des Hautes Etudes Commerciales of Montreal. These free scholarships are awarded each year by the Canadian Pacific Railway, subject to competitive examination, to employes under 21 years of age or minor sons of employes on the permanent staff.

Jules Mercier is the son of L. P. Mercier, of Montreal, conductor on the Laurentian Division. He belongs to a family which has given many faithful employes to this Company; his grandfather, Alfred Mercier, was roadmaster on the Laurentian Division; an uncle of his, Ernest Mercier, is, like his father, conductor on the Laurentian Division; another uncle, M. Langlois, is engineer on the Three Rivers-Grand'Mère Branch; a third uncle, J. N. Potvin, is dispatcher on the Laurentian Division. Young Mercier, previous to entering l'Ecole Polytechnique, studied at Ste. Madeleine School, Outremont, and at the Externat Classique de St. Sulpice, in Montreal.

Paul Sénécal

Paul Sénécal is the son of Tancrède Sénécal, of Ste. Thérèse, who is Bridgeman and B. & B. Foreman on the Laurentian Division. He studied at the Seminary of Ste. Thérèse before entering l'Ecole des Hautes Etudes Commerciales, where his scholarship now entitles him to three years' tuition without any cost to himself.

Confirm J. L. Palethorpe in Edmonton Position

J. L. Palethorpe, who for several months had been acting superintendent, was appointed superintendent of the Edmonton division of the Canadian Pacific Railway, with headquarters at Edmonton, according to announcement made in September by E. D. Cotterell, general superintendent of the Alberta division. Mr. Palethorpe succeeds the late J. H. Chown. He was assistant superintendent at Brandon before going to Edmonton to act during Mr. Chown's illness.

Inveterate Fisherman Still Casts Mean Fly

S. V. T. Jeffery, purchasing agent, who cast regretful eyes on his old fishing haunts at Lake-of-the-Woods when he was transferred from Winnipeg to Vancouver late in the summer, is reported as trying his luck recently on Shuswap Lake during his first official visit to the Okanagan. He found his bait as tempting there as at Kenora, where the fish, it seems, simply went out to meet it.

L. C. McOuat Proves Mighty Duck Hunter

Takes Bag Limit of Shoal Lake Grain Fed Mallards in One Day Shoot

L. C. McOuat, general agricultural agent, eastern lines, proved himself a "mighty hunter" on a recent trip through the west, when, stopping off for a day at Shoal Lake, Manitoba, he knocked over his bag limit of grain-fed mallards in a successful stubble shoot. Other hunters who joined Mr. McOuat in the day's shooting and who also filled their bags were C. B. Lang, of Montreal; A. A. (Art) Dunphy, superintendent of the Portage division, and C. W. (Charlie) Atkin, local freight agent at Winnipeg. Ducks, mostly of the large northern variety, were extremely plentiful in Manitoba this season, although chicken and partridge, despite a short two-day season, were scarce.

Detroit-Windsor Staffs Enjoy Golf Tournament

Some serious golf was played when 14 members of the staffs of the operating, freight and passenger departments in Detroit and Windsor held a tournament at Sunnybrook Golf Club in Detroit in September. Prize for low gross went to Mel Moynes, travelling freight agent, Windsor, and for the "honest man" to W. I. Stirling, ticket clerk, Detroit city ticket office. Blind bogey prizes were won by G. M. Baillie, local freight agent, Detroit; C. D. Stricker, district freight agent, Grand Rapids; C. J. Webber, of the division freight office, Detroit; L. Detloff, of the foreign freight, Detroit, and G. A. LaLonde, of the passenger department, Detroit. Mr. Fullington, in charge of U.S. Customs, was a guest and also drew a lucky number from the hat.

Here's a Suggestion For Ticket Agents

Not Altogether New But a Reminder Is Quite in Order

General Pasengers Agents' circular dated March 1 last, being largely concerned with the opening dates of the Company's hotels, carried a notice to the effect that when soliciting or selling tickets, to or with a stop-over at any point where a Canadian Pacific hotel is located, the agent should also endeavor to sell accommodation and should offer to make a reservation by mail or wire as may be desirable.

This is a matter of ordinary every-day co-operation that requires little effort, and yet it is important. Many of those who travel give no thought to the matter of their hotel accommodation until they arrive at their destination. A little service along this line freely and cheerfully given would greatly add to their convenience and comfort, and in the majority of cases would be welcomed. It is not possible to say how much business our hotels lose every year because of failure on the part of some ticket clerks to co-operate in this way, but whatever it may be, it is so much which otherwise would show in increased earnings and in strengthened ability on the part of the Company to look after its employes.

Consult the Folder

All agents have been supplied with copies of the little folder entitled "Low Winter Rates Canadian Pacific Hotels." This gives complete information regarding accommodation and rates at all hotels and it should be kept handy to the ticket desk. Folder A also carries similar information.

It is quite true, of course, that many ticket agents already take advantage of opportunity to offer their customers this added service, and Canadian Pacific people who meet the public in other lines of activity likewise co-operate. That the practice is not more general is, of course, due to thoughtlessness rather than to lack of desire to co-operate. Hence this reminder. Hotel staffs are expected to do their share of co-operating with other branches of the service, and it is only fair that their own end should come in for consideration from those who have it in their power to help.

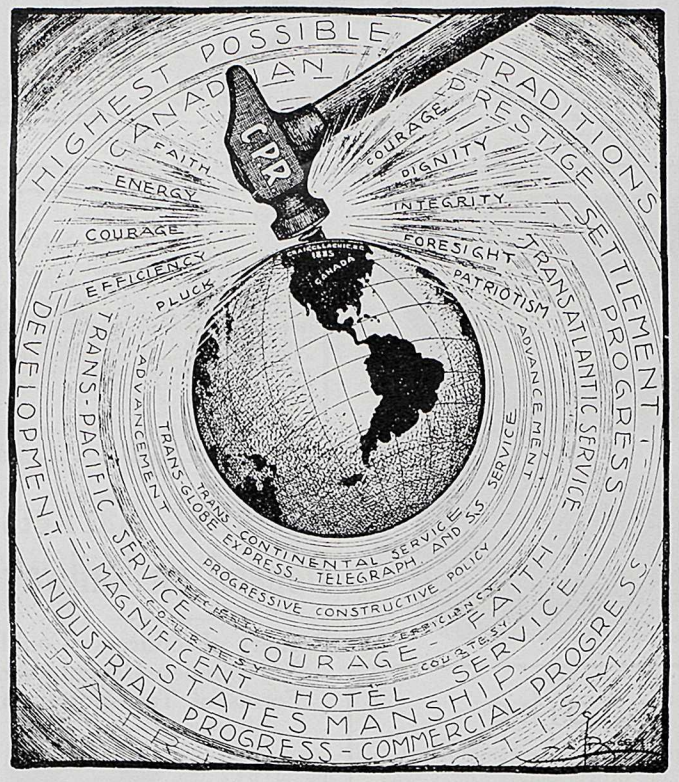
Toronto Club Plans Big Winter Programme

Billiards, Dancing, Card Tournaments and Bowling All Scheduled for Season

Completing its first year's activities in October, the Lawn Bowling section of the Canadian Pacific Recreation Club of Toronto proved a success from the start, with the final reading showing A. Boorman, singles champion; A. Boorman and A. Parnell, doubles champions, and the champion rink—J. White, A. Parnell, K. Williams, H. Beer and R. L. Fullerton (skip). A large increase in membership in this section is expected next year. The winter activities of Toronto's flourishing Canadian Pacific Recreation Club are now in full swing. Billiard tables have been installed in the club rooms at Toronto and West Toronto and it is the intention to run billiard tournaments during the coming season. The club has also entered the Toronto and District Cribbage League, games being played each week, and at present the team stands in second place.

The exceptional success which attended the euchre parties held last year gives every indication of being surpassed this year, with over sixty tables of devotees having taken part in the tournaments during November. The annual dance of the club will again be held at the Royal York Hotel on Thursday, December 12. Preparations are now under way to make this one of the outstanding social affairs of the city and many novelty features are being arranged, with numerous enquiries coming in daily. Sessions by the club's Five Pin Bowling section are scheduled for each Wednesday evening and the enthusiasm is greater even than last year. The section is composed of fourteen teams, drawn from practically all departments in the Toronto Terminals.

THE EVER-WIDENING WAVE CIRCLES, OR THE JUBILEE OF THE "LAST SPIKE"



The reverberation of the driving of the last spike of the world's greatest transportation enterprise has not yet ceased encircling the world in the interest of Canada and humanity in general.

Cartoon by A. G. Racey in Montreal Daily Star, November 12, 1935.

Company Plays "Mother" Role And Infants' Journey Is Happy

Small Babe and Big Sister, Aged Four, Travel From Victoria to Scotland

Few attain so much importance so early in life as Master Gordon William Cavanagh, who at the tender age of four and a half months filled out his own application for passport required by the Canadian government.

Of course a nurse held his tiny hand and helped him a bit in making the big "X" which appears opposite his name, but, just the same, the document stands as fulfilling the requirements for a passport application made out "in person."

Gordon, accompanied by his golden-haired sister, Gloria Violet, four and a half years old, left Vancouver in October in the "Dominion" for Montreal, attended by Nurse Florence Portentier. Leaving a bereaved father at Cumberland, the little coal mining centre on Vancouver Island, the children, recently left motherless, went to Greenock, Scotland, to be cared for by their grandparents, Mr. and Mrs. William Cavanagh.

Wards of Ship

At Montreal they were transferred to the Canadian Pacific liner "Duchess of Richmond," crossing to Scotland as wards of the ship.

Unconscious of the attention caused by his arrival in Vancouver, Gordon, when he landed from the Canadian Pacific's coastal ferry, "Princess Joan," from Nanaimo, merely yowled a tearful farewell to Captain Arthur Slater and other interested ship's officers and later devoted undivided attention to a warm bottle proffered by Nurse Portentier.

Then he dozed slightly, yawned prodigiously and went immediately to sleep when the nurse laid him in behind the green curtains of his berth aboard the eastbound "Dominion." His attitude was that of faint boredom, mingled with an unmistakable desire to be alone.

Not so with Sister Gloria, however. Her trip presented unlimited possibilities for adventure and the making of new friends. A bright wee lassie from between whose rosy lips emerged a torrent of breathless confidences, she produced animal books, a wonderful and beloved volume devoted to a Mr. Mickey Mouse, a big folder of crayons and a new purse containing, by her own count, some forty-seven cents. This, she confided, was for "incerental expenses" such as a "present for Daddy and for Grandpa and Grandma," "a new doll that talks" and "some more animal books."

Proud and Happy

"I'm going on the train," she shouted tauntingly to station officials. "I'm going on the train and you're not," and, looking at such a bubbling little sprite, the officials began to feel sorry for themselves.

At the end of the trail were a loving Granpa and Grandma. Behind, in the little mining town of Cumberland, B.C., was a lonely Daddy wondering how his little ones were faring. But if he had seen the solicitude with which a couple of porters, a sleeping car conductor and a dining car steward greeted his children he would have found little to worry about.

Father Cavanagh Writes His Deep Appreciation

Austin Cross, waterfront correspondent of the Montreal Star, fell under the children's spell as they embarked in the "Duchess of Richmond." He mailed a copy of his story to Mr. Cavanagh and received the following reply:

"Dear Mr. Cross:

I am writing to thank you for sending me your paper with the story of my children. They arrived safely none the worse for their long journey. They certainly were looked after wonderfully.

Thanking you again,
Sincerely yours,
(Sgd.) WM. CAVANAGH."

ALL IN THE DAY'S WORK

Gordon William Cavanagh and sister, Gloria Violet, with Nurse Portentier and Captain Arthur Slater of the "S.S. Princess Joan," one of the many Company officials and employees who served as enthusiastic volunteers in the child expert line during the long journey from Cumberland, Vancouver Island, to Scotland. The children were being taken to their grandparents in Greenock, and the trip was an entire success.

Honor William Fulton At Toronto Function

Brother passenger officials and numerous personal friends from the various district departments of the Company honored William Fulton, assistant general passenger agent, at the Royal York Hotel, Toronto, on Wednesday, November 13, with a complimentary luncheon on the occasion of his birthday. G. Bruce Burpee, district passenger agent, presided and was supported at the head table by N. McMillan, general superintendent; T. E. McDonnell, president and general manager, Canadian Pacific Express; George E. Carter, general passenger agent; W. E. Allison, manager mail and baggage traffic, and George Paton, agent, Communications Department, in addition to the guest of honor.

W. J. Gasper Earns Award For Heroism

Express Agent at Kentville, N.S., Rescues Youth From Canning River Tide

His heroic act of two years ago, when he risked his life twice in dragging a would-be rescuer to still waters and going back into the swift current of a receding tide to bring a drowning youth to safety, brought recognition last month to William J. Gasper, Company express agent at Kentville, N.S.

He received advice from the Hero Fund Commission of the Carnegie Foundation, Pittsburgh, that he had been awarded a gold medal for his courageous act, which carries with it an amount of $1,000 to be devoted to some worthy cause to be decided upon by the Commission executive.

The heroic rescue took place at the mouth of the Canning River when young Blanchard Lacey, son of Mr. and Mrs. Tupper Lacey, got into trouble while swimming. William Parker dived to the rescue, but the tidal current was too strong for him.

Hearing their cries, "Bill" Gasper went to their rescue. First he rescued Parker from the current and towed him to still water near the shore, leaving him to go the rest of the way alone. Back he plunged into the tide and brought Lacey to the shore, both at the point of exhaustion. Unfortunately, Parker was unable to make the shore and drowned.

Prizes Presented At Wentworth Club

Successful Season Brought to Brilliant Close at Annual Banquet

The Wentworth Golf Club at Sortin, Montreal, brought this year's most successful activities to a close with the annual dinner early in October, at which the season was reviewed and prizes presented to the various champions.

Winners of championship events were:

Company championship for the George Stephen Trophy: C. Cameron, with G. R. Fanning as runner-up.

Club handicap for Quebec Cup: C. Sprigings, with D. W. Johnston as runner-up.

E. C. Kerr Trophy: S. H. Taylor.

Captain's prize: D. Montgomery.

President's prize: M. McShane.

C. Sprigings prizes: Men's, S. Law; women's, Miss A. Wilkinson.

G. T. Coleman prize: Miss G. Hamel.

Ladies' championship: Miss M. Hunter, with Mrs. F. G. Aylmer as runner-up.

Ladies' handicap cup: Miss J. Bowman, with Miss G. Hamel as runner-up.

Scotch foursome, ladies: Mrs. G. T. Coleman and Miss B. Hamel, with Mrs. W. G. Lapraik and Mrs. J. Collins as runners-up.

Scotch foursome, men's: H. Lapierre and G. R. Fanning, tied by G. Fawcett and M. Bain.

Eight Teams of Bowlers Compete at Saint John

With outdoor activities still to be organized, the Canadian Pacific Recreation Club at Saint John, N.B., has planned to open its winter season with an eight-team bowling league commencing on December 1. The late start is for the convenience of Winterport men at West Saint John.

The league this winter comprises two teams from the Mill Street Freight Shed, two from West Saint John Import, three from the King Street Office, and one from the Bay of Fundy Service.

Last winter at the completion of the schedule three teams were tied for first place, and due to the lateness of the season it was arranged that the roll-off should take place at the beginning of this season, followed by the awarding of prizes. A banquet will take place at which the cup will be presented to the winning team and 22 engraved spoons to individuals making the high scores during the winter. The three teams in the tie are Bay of Fundy Service, Mill Street Freight Shed and West Saint John Import.

Railway Solicitor Has Special Duty

John D. Spence, K.C., Makes Interesting Address Before Toronto Railway Club

John D. Spence

"A body of great importance to the railways and other large employers of labor is the Workmen's Compensation Board. It is a provincial board which renders judicial decisions which are not subject to review," stated John D. Spence, K.C., Company Toronto solicitor, in a speech at the Royal York Hotel on October 28 before the Toronto Railway Club. "I offer no opinion as to the wisdom of removing such matters from the courts or of conferring so extensive powers on non-judicial bodies without the check provided by a right of appeal to the courts," continued Mr. Spence. "From practical experience, however, I hold the opinion that the substitution of practically automatic compensation for the precarious remedies formerly open to the workman or his dependents has been a very large gain. Particularly have the railway solicitors cause to be thankful for it as it has substituted certainty for uncertainty. It is conceded that 97 per cent. of all cases are settled to the satisfaction of the parties concerned."

Do Not Lobby

Mr. Spence also stressed the fact that the railway solicitor was not a lobbyist. "In these days lobbying, or secret influence of any kind on governing bodies or public representatives, is in the main a figment of the popular imagination," said he. "Nevertheless, every corporation and indeed every private person in the community should keep a wary eye on what governments and legislators are doing and it is the part of the railway solicitor's duty, every session, to scan the various bills introduced in the legislature; to point out any unfair or oppressive features, and to see that proper protests are made. This vigilance is very necessary, for there is enough uncertainty about the course of legislation, particularly in matters of taxation, to make it essential on the part of those likely to be affected." Mr. Spence spoke on "The Legal End of Railroading."

French River Golf

Several Canadian Pacific officials were prize-winners in the fall tournament of the French River Golf and Country Club, which is situated one and a half miles by launch from the Company's Chalet Bungalow Camp at French River, Ont. E. H. Banks, press representative, Toronto, won the handicap trophy, followed by S. E. Corbin, general agent, passenger department, Cincinnati, and G. H. Griffin, general agent, passenger department, Cleveland. M. E. Malone, general agent, passenger department, won the gross prize, and Mrs. R. Y. Daniaud, wife of R. Y. Daniaud, passenger agent, North Bay, won the ladies' trophy. J. G. Strathdee is secretary-treasurer of the club.

'Peg Key Pounders Are Keen Golfers

Summer Tournaments Arouse Great Enthusiasm — Jack Kelly Captures Championship

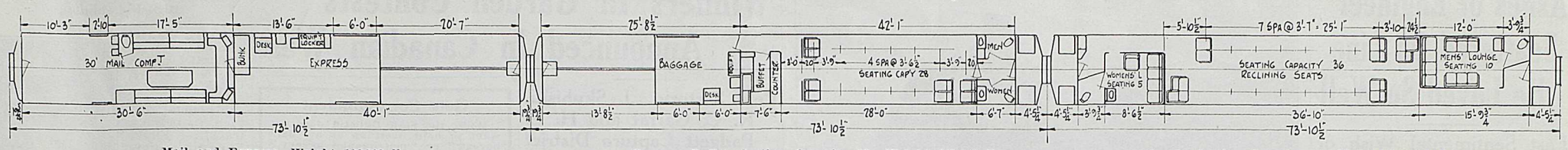
Jack Kelly

Rousing enthusiasm was manifested during this closing season by the staff of the Communications Department at Winnipeg over the success of several golf tournaments.

The first event of the season was won by Jack Kelly, Don Rollo runner - up. The consolation went to Leonard McIlridge, with W. H. Conklin trailing. Mid-summer competition was won by W. M. Sutton, with Hector McLean second. The championship event was taken up by Jack Kelly, with Carl Strinlund second.

Champion Jack Kelly, of the Grain Exchange Branch of the Communications Department at Winnipeg, is the well-known former professional hockey player with Victoria Cougars, Winnipeg Maroons and Philadelphia Arrows. He is also a brother of Pete Kelly, of Detroit Redwings, and of Jimmy Kelly, formerly of the Maritime Hockey League and Montreal teams.

FLOOR PLAN OF NEW CARS BEING BUILT FOR MONTREAL-QUEBEC PASSENGER TRAFFIC



Mail and Express—Weight 106,500 lbs.

Baggage-Buffet—Seating Capacity 28; Weight 107,000 lbs.

Coach—Seating Capacity 51; Weight 106,000 lbs.

New Streamline Locomotives Peak of Engine Development

Five Now Building Designed For Special Fast Service —Light Modern Coaches

By H. B. BOWEN,
Chief of Motive Power

H. B. Bowen

The Company have recently placed an order with the Montreal Locomotive Works for the building of five 4-4-4 type high-speed passenger locomotives, preliminary designs of which were prepared by the Chief of Motive Power and Rolling Stock. The locomotive is designed for special fast service between Montreal and Quebec, for which special cars of light weight design are to be built.

The photograph shown with this article was taken from a small-scale model made from the preliminary designs of the locomotive, and it gives a very good idea of what the actual locomotives will look like when completed.

The model locomotive, which was on display in the T. Eaton Company's store in Montreal and at present is in use in their Toy Department, is identical with the one shown in the photograph with one exception, namely, that it has only a two-wheel trailing truck instead of four as will be used on the locomotives when built.

Great Care Taken

In developing this new design of locomotive the view kept foremost in mind was to produce a locomotive having most of the modern developments to date, permitting as far as possible an increased ratio of power to weight and fuel consumption, and at the same time not complicate matters from a construction or maintenance point of view, and also to keep the characteristic appearance of the locomotive as it has been known for years. A glance at the above photograph will show this to be true, no extremes having been resorted to from a streamlining point of view, and yet it is felt that the same results will be accomplished in diminishing head-end resistance as with the more extreme designs which have been resorted to by some of the other railroads in the United States and Europe. Many of the locomotives built with streamlining carried to an extreme point of view will not meet safety appliance requirements and make parts very inaccessible for repairs.

Proportions

The general proportions of the new locomotives, which will be known as the F-2-a class and numbered in the 3000 series, are as follows:

Boiler pressure, 300 pounds per square inch.

Cylinders, 16¾-inch diameter, 28-inch stroke.

Diameter of driving wheels, 80 inches.

Firebox length inside, 9 feet 6 inches.

Firebox width inside, 5 feet 10 inches.

Tube and flue heating surface, 2,871 square inches.

Superheating surface, 1,232 square inches.

Grate area, 55.4 square feet.

Weight on drivers, 120,000 pounds.

Weight on engine truck, 55,000 pounds.

Weight on trailing truck, 75,000 pounds.

Total weight of engine, 250,000 pounds.

Total weight of tender, 180,000 pounds.

Coal capacity, 12 tons.

Water capacity, 7,000 Imperial gallons.

It will be noted from the above that the boiler pressure on these locomotives is increased 25 pounds over the highest pressures commonly used on locomotives built by the Company in recent years.

Some of the principal features in connection with these locomotives are as follows:

Fine Appearance

The front end has been designed to give a general smooth appearance, the coupler being made to fold up under the pilot hood.

The headlight is set in the smoke-box door.

The feedwater heater tube bundle placed in the usual position at the top of the smokebox is completely shrouded.

Numeral lights set in the streamlined hood over the stack, and all piping around the boiler section completely covered by the outside lagging as well as the sand box; the old style steam dome being omitted as a result of experiments made with internal dry pipes in recent years.

The wheel arrangement is so designed that it permits the distance between cylinder centres to be greatly reduced and greatly reduces the overhang of the main crank pin which eliminates excessive strains on crank pins and axles.

Roller bearings will be used on the engine trucks, trailing trucks and tender trucks, plain bearings being used on the driving axles.

The New Coaches

To operate with these new light weight engines the Company have recently placed an order with the National Steel Car Corporation for the construction of four mail and express cars, four baggage and buffet coaches, and eight coaches.

These coaches are of light weight design and are moderately streamlined. The roof, instead of being of the Clere-Story type now used on our standard cars, is to be a round top, the height from the rail to the top of the roof to be 12 feet 11 inches instead of 14 feet 1¼ inches as on our standard cars. The width of the cars at the height of the window is one inch greater than our standard cars. The side of the car has a bow which extends from the roof edge to the window line and from the bottom of the window line to the bottom of the side sills. These coaches differ from our standard cars in that they have four-wheel trucks instead of the six-wheel trucks now in use. The four-wheel truck has a nine-foot wheel base, being one foot longer than most of the four-wheel trucks in service; this has been done to improve the riding qualities of the car. The cars are 73 feet 10½ inches over coupler knuckles instead of 83 feet 10½ inches on standard type of car.

Another new development on these cars is that the brake cylinders, which have previously been located on the bottom of the car, will now be located on the trucks, thereby simplifying the arrangement of the underneath part of the car and allowing more room for the application of water tanks, battery boxes, etc.

The trucks on all of these cars will be equipped with roller bearings and with thermostatic control of the heating.

Many Conveniences

The mail and express car has a 30-foot mail apartment, and is equipped with electric light, this being the first car of this kind to be equipped with electric light. The baggage and buffet coach has a 25-foot baggage compartment and a seven-foot six-inch buffet. This buffet has a counter which opens into the coach end of the car, and is designed for the serving of light lunches by the newsboy, who will have trays that will hook onto the back of the seat in the coach compartment. The seats in this car will be of the bucket type, without reclining back.

The eight coaches will have a six-foot 6½-inch long women's lounge and a 12-foot long men's lounge, with a seating capacity, in the body of the car, of 36 people. The seats in this car are to be of the individual reclining type and are spaced much farther apart, thereby providing much more comfort for the passengers.

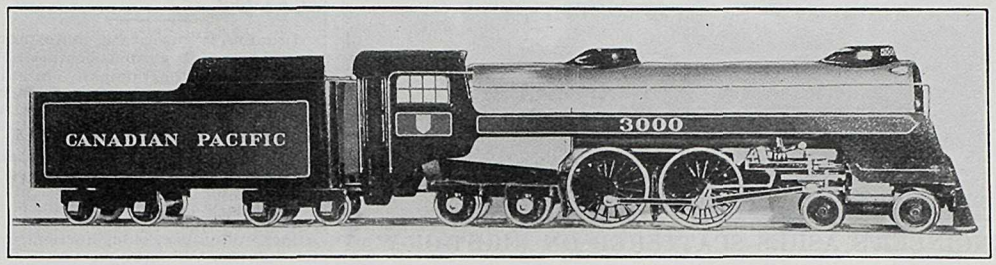
Painted Interiors

The interior of the car is to be painted; the part of the car below the windows being a fairly dark color, with a lighter color on the pier panels to the bottom of the basket racks, and from the basket racks the ceiling will be a very light color to improve the lighting. The lighting in this car will be of an entirely new type, having prismatic lenses located on the bottom of the basket racks.

The buffet car and the coach will have pressure ventilation, which means that the car will be, at all times, well ventilated with clean, fresh air. With this system of ventilation, the windows can be kept closed at all times, and for this reason the outer sash will be cemented into position so that it can be raised in an emergency but cannot be readily opened by the passengers.

Princess Fleet Mourns But Persian Puss on Job

The "Mother of Millions" is dead on the Western Coast, leaving sadness and grief among the staff of the Company parcel room at Victoria's Belleville Street dock. This wonderful tortoise-shell cat, which was brought up by Margaret McMillan, who is in charge of the parcel room, contributed 157 kittens to the Company's Princess fleet. "Mother of Millions" was well known to thousands of passengers. They will, in future, be greeted by the stately Persian who formerly played the part of understudy.

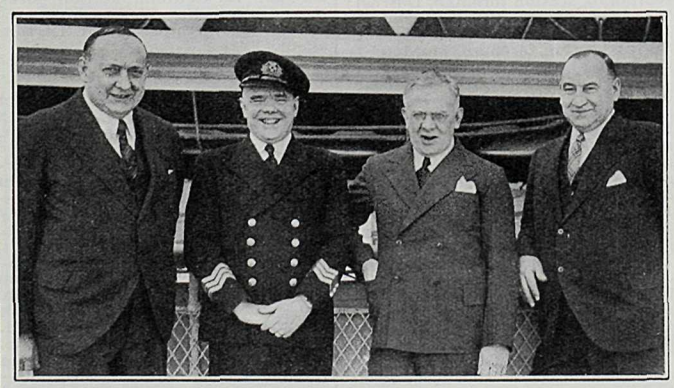


The result of careful study and wide experience. Photo of a model of streamlined engines which are expected to initiate a new era in the Canadian transportation field. The panel of the tender and strip along the side of the engine will be painted maroon to match standard cars.

Two Promotions Made in Communications Department

R. V. Tombe, assistant chief operator, Communications Department, Vancouver, has been promoted to the post of inspector for the Edmonton district, succeeding E. Elsey, who has been transferred to a similar post in Calgary. Mr. Tombe is no stranger to Edmonton, having previously served with the Company there for five years. Mr. Elsey resided in Edmonton for about three and a half years prior to the present transfer.

SESQUICENTENNIAL SERVICE



Our excuse for the sesquipedalianism that tops these four smiling faces lies in the fact that it takes at least a long word to "top" 144 years of service. And that is what you are looking at.

From left to right these four smiling lights of the Catering Department of Canadian Pacific Steamships are: R. H. Kirkpatrick, Catering Supt., Vancouver; L. F. Moss, Chief Steward of the "Empress of Britain"; D. H. Allan, Chief Catering Supt., London; F. C. Hesler, Catering Supt., Montreal.

The gross of years is accounted for as follows: D. H. Allan started as Bell Boy, rose to Chief Steward, appointed Chief Catering Supt., 1920; service to date—42 years. R. H. Kirkpatrick started as Mess Room Boy, rose to Chief Steward, appointed Catering Supt., Vancouver, 1932; service, 36 years to date. F. C. Hesler started as Mess Room Boy, rose to Chief Steward, appointed Catering Supt., Montreal, 1928; service at publication date, 34 years. L. F. Moss rose to his present rank from Mess Room Boy; service to date, 32 years.

Messrs. Hesler, Kirkpatrick and Moss saw considerable service as Chief Stewards of troopships during the war. They met in Montreal early in November for a conference on catering problems of Atlantic, Pacific and cruising services. A few weeks before two of them were half the world apart, Mr. Kirkpatrick in Hong Kong and Mr. Allan in London.

Company Employes To Enjoy Low Holiday Hotel Rates

Announcement Covering Winter — Addition to Regular Concessions

Special winter vacation rates from now to the end of April have been put into effect by the Company's hotel department to permit employes and their families to spend winter vacations at the Empress Hotel in Victoria and Hotel Vancouver, in the Evergreen Playground of the West, and at Chateau Frontenac, in the famous winter sports city of Quebec.

These rates, for officers and employes only and not extended to the general public, are as low as $4.50 per day or $30 for seven-day week, including room with bath and table d'hôte meals; half rate for children under seven accompanying adults.

Christmas and New Year's festivities are enjoyably featured at the Empress Hotel in Victoria and the Chateau Frontenac in Quebec, and commencing about Christmas winter sports under Jack Strathdee are operated by the Chateau Frontenac, comprising tobogganing on the Terrace slide, skating on the open-air rink on Dufferin Terrace, and skiing. On application to the Manager of the Empress Hotel, order will be issued on Crystal Garden for privileges in the swimming pool which adjoins the Empress Hotel, at a special rate.

At all Company hotels, special concessions in rates are given to Company employes at all times of the year and may be obtained on presentation of pass at time of registration. Employes on business trips, travelling on expense accounts, will be charged the regular daily rates for the accommodation occupied, but if accompanied by family will be given the benefit of concessions for members of the family. These concessions are extensive, full information being obtainable from the manager of the hotel in which the employe is interested.

The hotel department hopes, through offering these special rates, to interest employes in using Company hotels when on their vacations or when visiting cities in which Company hotels are located.

Dinner-Dance Opens Winnipeg Winter Season

First of the new season's activities of the Winnipeg Canadian Pacific Association, under the presidency of A. A. McCoubrey, was a dinner-dance, held in the Royal Alexandra Hotel on November 1. After a brief welcoming address by W. M. Neal, vice-president of western lines, who was present with Mrs. Neal, the evening was spent in dancing and cards. Music was provided by Harold Green and his Royal Alexandrians.

"Steel of Empire" Proves Popular Book

"Steel of Empire," J. Murray Gibbon's book on the history of the Canadian Pacific, has been out for about two months, and has already met with a reception as gratifying to friends of the Company as it must be to its author. The press notices were particularly good. Practically every Canadian newspaper greeted the book as an important and welcome contribution to Canadian history. British and United States newspapers also devoted much space to its appearance. The publishers report that the first edition is getting along towards being sold out and that another edition will be out before Christmas. It is a type of book specially suited for Christmas gifts and the expectation is that its sale in this connection will be heavy. The new edition will be identical with the first, and the price will continue unchanged at $3.50.

A Real Old-Timer

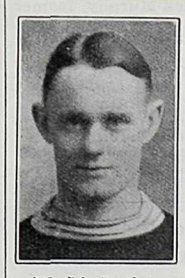
This rare and amusing bit of advertising matter was displayed in the early 90's by the Communications Department. It, the first attempt to advertise the Telegraph service by posters, was unearthed by Miss J. A. Drysdale, Telegraph Agent at Perth, Ont.

Regina Honors Veterans

George E. Slack, Albert R. Benson and Emil Daniels, three Regina employes in the mechanical department, were guests of honor at a smoker given late in September by fellow employes on the occasion of their retirement from active service with the Company. All three had put in twenty years or more, most of their service being on the Regina division.

Vic Lindquist Boss All Swedish Hockey

Winnipeg Ticket Staff Man Has Notable Athletic Career — On Leave



Vic Lindquist

Vic Lindquist, of the Winnipeg ticket office staff, a member of the celebrated Allan Cup winners of 1931, the Winnipegs, has heard the call of far places and reigns this winter as amateur hockey czar in Sweden, home of his Viking ancestors. He will coach and play for the Stockholm Athletic Club and will take charge of Sweden's team in the 1936 Olympic games in Germany. With a year's leave of absence, he and Mrs. Lindquist left last month for Europe.

Speedy forward of the Winnipegs, Lindquist was one of the men who helped that team annex the Allan Cup in 1931, and played with them at the Lake Placid Olympics in 1932. Later, the name of the team changed to the Monarchs, he toured Great Britain and the Continent with the same stellar hockey aggregation in the winter of 1933-34.

Vic learned hockey as a little gaffer in his home town of Kenora. After coming to Winnipeg he became one of the mainstays of the Canadian Pacific team, which carried off the mercantile and commercial championship in the city in 1929-30. Often presented with the opportunity of turning professional, he withstood all offers and remained one of the outstanding western amateurs for many years. Today, although a young man, he is ranked as a veteran in Manitoba hockey.

Honor Matt Scott At Calgary Dinner

Fellow Workers Pay Tribute to Fine Veteran of Steam and Steel

Matt Scott

Fitting tribute to a fine veteran of steam and steel was paid by more than 200 officers and employes of the Alberta district recently at a presentation banquet for M. J. (Matt) Scott, retired master mechanic of the district, and his "running mate," Mrs. Scott, held in the Palliser Hotel, Calgary. Mr. Scott, who retired in June of this year, was presented with a splendid Fox hammerless shotgun, and Mrs. Scott with an Oriental rug. Harry M. Allan, Mr. Scott's successor as master mechanic at Calgary, presided in the absence of E. D. Cotterell, general superintendent, and the presentation was made by George J. Fox, superintendent of the Medicine Hat division.

An old "hogger" on the mountain divisions himself, Mr. Scott has spent 37 years with the Canadian Pacific, storing up innumerable friends among all ranks. Speakers at the banquet recorded their personal appreciation of his qualities in such terms as "fairness and justice to those working under him"; "clear analysis of problems and weight-carrying opinions"; "able and unhesitant"; "courage and willingness to go wherever he asked his men to go."

Speakers at the dinner included Hector Fitzgerald, retired locomotive engineer; G. D. McKee, master mechanic of the Canadian National Railways, Calgary; J. W. Jackson, master mechanic, Medicine Hat; D. M. Smith, master mechanic, Edmonton; E. J. Emerson, Calgary; James Carmichael, engineer, Revelstoke; W. Gibbon, Winnipeg. Telegraphic congratulations were received from E. D. Cotterell; C. A. Cotterell, assistant general manager at Vancouver; R. A. Pyne, superintendent of motive power, Winnipeg, and many others. Vocal numbers were given by A. B. O'Riordan and Fred Jarvis; Miss Leona Flegal presented two readings.

Mr. and Mrs. Scott are still residing in Calgary, which they have made their home for the past twenty years.

Alpine Journal Editor Widely Congratulated

A. A. McCoubrey, assistant engineer, Winnipeg, ex-president of the Alpine Club of Canada, and editor of the Canadian Alpine Journal, has again received the encomiums of the book reviewers on the current issue of his publication, No. 26. The journal is referred to by Mrs. H. J. Parker, editor of "A Reader's Notes" in the Winnipeg Free Press, as one of the most important magazines in Canada. Mrs. Parker quotes from the annual address of the first president, and refers to Mr. McCoubrey as an able editor whose "services to geological science in measuring glacial action, year after year, are like the veteran Alpinist, A. O. Wheeler's, in accuracy and patience."

Company Men at Y.M.C.A. Gathering

Three From East and Three From West Attend Transportation Conference

Six representatives of the Company attended the 20th Tri-ennial International Transportation Conference of the Young Men's Christian Associations of North America, a significant gathering of selected railroad men held at Washington on November 13-14-15. The theme was "The Human Factor in Transportation." Attending from eastern lines of the Company were H. A. Greeniaus, assistant to the vice-president and general manager, Montreal; T. Hambley, general superintendent at North Bay, and R. McKillop, superintendent in Maine; and from western lines—C. E. Stockdill, assistant to the vice-president of western lines; G. M. Hutt, assistant development commissioner, Winnipeg, and D. G. Beatty, roadmaster, Broadview.

Ashes of Engineer Scattered On Line He Loved So Well

Last Sentimental Wish of Anthony Livene Silvene Fulfilled at the Malahat

The dying wish of Anthony Livene Silvene that his ashes should mingle with the more common clay on the right-of-way of the Esquimalt and Nanaimo Railway at the summit of the Malahat Pass on Vancouver Island, a section which he had grown to love in his 37 years as engine pilot, was fulfilled in a solemn and unique ceremony.

The mortal remains of the retired engineer were cast along the track by his friend, Engineer A. C. Wilson, chairman of the Esquimalt and Nanaimo division of the Brotherhood of Locomotive Engineers, in the presence of officials and employes of the road near the station of Silvene, named for the dead engineer, at the top of the spectacular climb eighteen miles north of Victoria, B.C.

Burial at sea of the remains of sailors has become a tradition, but the ceremony at Silvene is unique in Canadian railway history. The spot chosen by Mr. Silvene was one of his favorites on his routine run, topping the Malahat and giving an unforgettable view of the Gulf of Georgia, with its lovely, deep-wooded islets and the great sweep of the Saanich peninsula.

Officials Present

It was on November 4 that the southbound freight train was stopped near Silvene for the ceremony, the mourners descending from the cab of Engine 3262, one of the late engineer's favorites. Present, in addition to Engineer Wilson, who scattered the ashes, were J. A. Kennedy, superintendent of the E. and N.; Archie Sturrock, master mechanic; W. M. Stokes, division engineer; James McKay, retired engineer; Engineer C. O. Richards, Conductor F. N. Hillier, Conductor C. H. Cross, and Trainmen Cyril Cross, John A. Stone, J. N. Hillier, S. A. Ellner and J. Ambruss.

Beloved of all who knew him, "Tony" Silvene, Italian born, came to Vancouver Island in 1886 when the Esquimalt and Nanaimo line was being built by the Dunsmuir coal interests, and after serving a two-year period as wiper and fireman, succeeded to the right side of the cab in 1888, thereafter serving the line continuously, first under the Dunsmuir management and later under Canadian Pacific operation until his retirement on superannuation in 1925.

Fine Career

Particular about his engines and a strict observer of schedule, the late Mr. Silvene went through his long career with the E. and N. without an accident. This, he considered, was his proudest record.

One of his best friends in the years past was the late J. S. H. (Sam) Matson, proprietor of the Victoria Daily Colonist and stout friend of the Company, who rode regularly in the cab with "Tony" between Victoria and Cobble Hill, where he maintained a large farm. Mr. Matson often helped with the firing of the engine, and the two men were inseparable friends.

Mr. Silvene's passing leaves an unfillable gap in the fast-dwindling ranks of E. and N. old-timers who were with the Island road before it was taken over by the Canadian Pacific.

D. Maddaloni Paints Pictures As Hobby

Spare-Time Work Gives Much Pleasure to Friends of Revelstoke Employe

D. Maddaloni

Hobbies of every kind are reported from the ranks of the Company army, but Dominick Maddaloni has one that gives as much pleasure to his fellow employes as to himself.

A member of the Company for fifteen years and now crew clerk at Revelsoke under Leo Lenoski, general locomotive foreman, Mr. Maddaloni returned from overseas after the Great War to take up painting in his spare hours. Now he turns out many clever little masterpieces.

Expression that he works into his animal pictures is remarkably good and has gained the commendation of all who have seen them. Evidence of his work is frequently seen on Company property at Revelstoke, notably on the "big board" in the crew clerk's office.

ENGINEER'S ASHES SCATTERED ON RIGHT-OF-WAY

His dying wish that his ashes be scattered along the Esquimalt and Nanaimo right-of-way at the summit of the Malahat Pass, his favorite spot along the line over which he had piloted trains for 37 years, was fulfilled for Anthony Livene Silvene in the above simple but impressive ceremony in which Engineer A. C. Wilson is shown disposing of the dead engineer's ashes while officials and employes of the E. and N. stand by reverently.

Craigellachie Disks Cut From Last Rail

Lifted in Dead of Night—Railroaders Proudly Display Souvenirs

There are many people scattered throughout Canada today who proudly claim to possess a piece of the Last Spike driven at Craigellachie, B.C., on November 7th, 1885, completing the main line from ocean to ocean. There are other souvenir collectors who boast possession of a disk cut from the last rail.

Through the efforts of Horace Currie, one of the oldest railroad veterans on the North American Continent, many a railroader can proudly display an interesting small disk of metal cut from the section of rail which was the final connecting link between the Pacific and eastern ends of the line.

How this section of rail came into the hands of Mr. Currie is another story.

Dark Plot

J. Haney, superintendent of construction on the Pacific end, and Billy Armstrong, master mechanic, one day entered into a conspiracy which resulted in the last section of the rail being lifted in the dead of night and spirited away to the tender mercy of Horace Currie, who was under strict orders to cut it into sections to be used as souvenirs. Nothing had been mentioned about Mr. Currie retaining a section for himself, but he did, and every now and then would honor some old friend or railroader by cutting up a disk and presenting it to him. Polished with emery paper, the disks gleam like monel metal, and, suitably engraved, make highly interesting souvenirs.

Cut Disks

In this way George Boston was presented with a two-inch section of the rail. Mr. Boston turned over this section to the Company shops at Vancouver, where a number of disks were cut from it, one of them being given by Mr. Boston to W. E. Cline, transportation assistant at Vancouver. Charles Murphy, former general manager of western lines, was also given a portion of the "last rail."

A "boomer" of the most colorful type, Mr. Currie has seen railroad service all over the continent. The two unforgettable incidents of his long career are the driving of the last spike at Craigellachie in 1885 and his secret sawing-up the last section of rail.

Vancouver Bowling Club Shows Mid-Season Form

Mid-season form is in evidence at the weekly sessions of the Company five-pin Bowling Club at Vancouver. Many good bowlers are on the rosters of the 16 teams, but Archie Ross has been the best to date, with 351 for high single and 855 for high triple. Miss Willa Callan, playing for the General Freight Office, rolled a high single of 286. Officers are: President, George Payton, of the Company Express Department; vice-president, Howard Proctor; treasurer, Stanley Bounts; secretary, John Murdoch. C. A. Cotterell is honorary president and Fred M. Rutter honorary vice-president.

Popular Agent Transferred

In leaving Golden, where he had been Company agent for five years, to go to Cranbrook in the same position, G. H. Wellington and Mrs. Wellington carried away the best wishes of many friends. Mrs. Wellington had founded the Golden Women's Institute and was active in other work in the church and community.

Banff Hotel Staff Hold Sporty Golf Tournament

Near the end of the Banff Springs Hotel's successful season, members of the staff enjoyed a well-fought golf tournament, in which William McDermiad, superintendent of the laundry, defeated Dave Grant in 36 holes, two up, to win the Thompson Trophy. Hank Dyck, truck driver, and Doug Glasgow, elevator operator, won the two-ball foursome, with Harry Newton, ticket clerk at Banff depot, and Percy Proverbs, printer at the hotel, as runners-up. About thirty golfers took part, other would-be competitors not being able to because of unusually heavy business at the hotel.

Two House Parties Going to Honolulu

Service Qualifications Are Waived to Permit More Employes to Take Trip

Two more Canadian Pacific house parties to Honolulu have been announced by William Baird, Steamship Passenger Traffic Manager, by which Company employes, pensioners and their dependents may make the round trip from Vancouver for an inclusive special fare of $125.

The first party sails aboard the Aorangi December 4, arriving at Honolulu on December 11. The return journey is made on the Empress of Canada, sailing on December 13 and arriving at Vancouver December 18.

The second party will leave Vancouver by the Empress of Japan, sailing on July 26, 1936, and returning to Vancouver on August 7.

Sightseeing drives and other forms of entertainment will be included in the general cost of the journey. Qualification of five years' service to obtain a reduction in fare is waived so far as these house parties are concerned.

T. J. W. Smith Dies In London, England

European Freight Manager Is Mourned By Friends in Three Continents

T. J. W. Smith, European Freight Manager, with headquarters in London, England, died in that city in his 65th year on Sunday, November 17. He was born in Montreal on February 15, 1871, the son of the late William B. Smith, general manager of the Dominion Transport Company.

His warm and sympathetic outlook on life and the reputation of being an outstanding authority in his particular field of endeavor earned him a wide circle of friends in Canada, the Orient, Great Britain and the Continent of Europe, to whom news of his death came as a severe shock.

Mr. Smith entered the Company's service in 1898 as a clerk in the freight office at Vancouver and rose high in the ranks by his own industry and ability. After two years he became contracting freight agent in Vancouver, holding that position until he resigned in 1901 to answer the call of far horizons. He accepted a position with the Portland-Asiatic Steamship Company of Hong Kong, which he held until 1905 when he rejoined the Canadian Pacific as freight agent at Liverpool, England. In 1910 he became general freight agent in London, England, and in 1919 he attained the high office that he held to the time of his death—European Freight Manager, London, England.

Surviving are a daughter, Miss Gertrude E. Smith, of London, England, and a brother-in-law, V. G. R. Vickers, of Montreal. His wife, Gertrude Prescott, of Vancouver, predeceased him.

Winners In Garden Contests Announced In Canadian West

Pete Sartorio, J. Skubiski, R. C. Garfat and H. E. Padgett Capture District Prizes

Leading 61 successful contestants in the annual garden competition conducted by the Company on station properties in Western Canada, Pete Sartorio, section foreman at McMillan, Man., and J. Skubiski, section foreman at Instow, Sask.; R. C. Garfat, agent at Piapot, Alta., and H. E. Padgett, telegraph operator at Ruby Creek, B.C., are district prize-winners for 1935, according to an announcement by J. R. Almey, Winnipeg, chief horticulturist for the Company in the West. Mr. Sartorio and Mr. Skubiski stood first in the same districts last year, the former handicapped each time by having no laid-on water supply. Each will receive $50 cash prizes.

Upwards of 1,150 gardens were entered in the competition, which reached its high level in Manitoba with 112 in the honor list. Saskatchewan and British Columbia stood second with 16 each and Alberta third with 15. The 61 prize-winners represent nearly $1,000 in prize money, adjudged by Mr. Almey well spent in an effort to beautify landscapes which, under ordinary conditions, might be arid and unsightly. Ninety-eight contestants received honorable mention, the entire honor list for 1935 mounting to 159.

Judging was left as late as possible, and due to more general rains, especially in the southern areas, success attended a much larger percentage of gardens than in any previous year, the season closing with an exceptional amount of bloom. Many new names appear in the 1935 prize list.

Manitoba Winners

Pete Sartorio

Manitoba winners and gardens worthy of mention were:

Best district garden — Pete Sartorio, McMillan.

Best old garden visible from railway tracks—First: Portage division—T. Sinclair, section foreman, Franklin; Kenora division—M. Samorodny, section foreman, Osko; Brandon division—E. W. Robertson, agent, Russell; Winnipeg terminals — P. Costello, constable, North Transcona.

Best old garden visible from railway tracks—Second: Portage division—J. Raczka, section foreman, Austin; Kenora division—J. Kuzenko, section foreman, Pine; Brandon division—D. B. Vyse, caretaker, Schwitzer; Winnipeg terminals—Andrew Watt, watchman, St. Boniface.

Best new garden visible from tracks—Portage division—B. H. Emerson, agent, Morden; Kenora division — George Caron, pumpman, Kenora; Brandon division—W. T. Wilding, section foreman, Binscarth.

Best old garden not visible from tracks — Portage division — E. H. Gallagher, agent, Stony Mountain; Kenora division—W. Graeper, roundhouse garden, Kenora; Brandon division—J. Davey, locomotive foreman, Bredenbury; Winnipeg terminals—W. F. G. Watson, constable, North Transcona.

HONORABLE MENTION

Portage Division

H. Torrie, agent, J. Hilliard, section foreman, Riverton; G. Hucal, section foreman, Camp Morton; W. Wolzshyn, section foreman, Dufrost; T. Otley, agent, Niverville; J. S. MacEwing, agent, Treherne; P. Smith, section foreman, Morden; D. C. Sunter, agent, Douglas; H. F. Johnston, agent, Austin; R. Scourfield, agent, Ninga; H. E. Curll, agent, Killarney; T. Law, agent, Fraserwood; J. Byduk, section foreman, Fraserwood; W. Hooper, section foreman, Minnedosa; G. Swanson, section foreman, Neepawa; T. Maxfield, agent, Boissevain; H. Fallis, section foreman, Medora; H. Smith, section foreman, Plum Coulee; H. M. Brown, agent, Domain; H. Collins, section foreman, St. James; B. E. Weightman, agent, Glenboro; P. Camp, section foreman, Alida; D. J. McFarlane, agent, Rathwell; S. Strelec, section foreman, Rembrandt; F. Rush, agent, Teulon; N. Danyluk, section foreman, Teulon; G. L. McQueen, agent, Selkirk.

Brandon Division

N. Vlasiczuk, section foreman, Reston; T. J. Walsh, agent, Birtle; J. W. Masters, agent, Rocanville; N. Worobec, section foreman, Moosomin; P. S. A. Fiori, section foreman, Oak Lake; J. Manson, section foreman, Alexander; J. S. Campbell, agent, Carnduff; W. J. McBurney, agent, Kennedy; Mrs. R. A. Anderson, caretaker, Ebor; J. J. Henderson, agent, Miniota; N. J. Watt, agent, Rapid City; N. Olenick, section foreman, Deleau; M. Konarski, sectionman, Estevan; W. A. Barrett, section foreman, Miniota; P. Zalakeski, section foreman, Varcoe; H. Casey, agent, Redvers; W. G. Bradley, agent, Inglis; M. Prokopow, section foreman, Elkhorn; R. R. Perry, agent, Hartney; G. P. Gleeson, agent, Bradwardine; G. F. Burkholder, agent, Shoal Lake; W. Davidowski, section foreman, Shoal Lake; J. Warr, engine watchman, Inglis; J. R. McMillan, agent, Foxwarren; A. A. Smith, agent, Binscarth; J. J. Peltz, section foreman, Minnedosa; C. Hills, engine watchman, Inglis; J. Cmolik, section foreman, Rocanville; L. Batycky, section foreman, Bear Creek; R. A. Kellie, operator, Elkhorn; M. Eastuke, section foreman, Kirkella; A. F. MacKinnon, agent, Pierson; R. F. Allen, agent, Carievale; A. D. Anderson, agent, Reston; A. C. Brown, agent, Antler; E. J. Vernuy, agent, Wauchope; H. F. Beachell, agent, Carlyle; G. H. Gray, agent, Kenton; J. N. Clinton, agent, Forrest; F. N. Fitzsimmons, agent, Lenore; A. Maryo, sectionman, Gautier.

Kenora Division

W. McMichael, pumpman, Kaministiquia; A. Wideman, section foreman, Sunshine; A. Mascetti, section foreman, Raith; E. Pearson, section foreman, Argon; P. Coirini, section foreman, Poland; W. Jeffries, section foreman, Biota; F. Realini, section foreman, Sheba; M. Vickruck, pumpman, Upsala; P. Paulson, section foreman, Bigsby; J. Sitar, section foreman, Butler; J. Elshyshyn, section foreman, Raleigh; G. Binda, section foreman, Edison; J. B. Veitch, agent, Hawk Lake; M. Franz, section foreman, Margach; H. Kovalczuk, section foreman, Ostersund; Mrs. J. Taylor, caretaker, Laclu; F. Swanson, section foreman, Ingolf; P. J. LeDain, agent, Ingolf; J. Kapustinski, section foreman, Rennie; J. Danyluk, section foreman, Rennie; P. Ziak, section foreman, Whitemouth; J. Livak, sectionman, Shelley; E. D. Husted, agent, Oakbank; L. L. Taylor, agent, Tyndall;

Saskatchewan

J. Skubiski

Best district garden — J. Skubiski, section foreman, Instow.

Best old garden visible from the railway tracks — First: Regina division—P. Klang, section foreman, Lang; Saskatoon division — P. Stakiw, section foreman, Foam Lake.

Best old garden visible from the tracks—Second: Moose Jaw division—S. Turek, section foreman, Crichton; Regina division—P. Slopinski, section foreman, Strasburg; Saskatoon division—M. Walkowski, section foreman, Smeaton.

Best new garden visible from the tracks — Moose Jaw division — K. Shkwarek, section foreman, Aneroid; Regina division—F. F. Montgomery, agent, Summerberry; Saskatoon division—J. T. Hamilton, agent, Cutknife.

Best old garden not visible from the tracks—Moose Jaw division—C. Zealand, agent, Coderre; Regina division—E. J. Payne, agent, Craven; Saskatoon division—L. I. Watts, agent, Crystal Springs.

Gardens given honorable mention—Regina division—A. J. Dyer, agent, Bulyea; E. Cantoni, section foreman, Qu'Appelle; W. Yaschuk, section foreman, Cupar; A. R. Carson, agent, Tyvan.

Alberta

R. C. Garfat

Best district garden — R. C. Garfat, agent, Piapot.

Best old garden visible from the tracks — First: Calgary division — F. L. Gainer, agent, Cochrane; Lethbridge division — J. S. Hovan, agent, Milk River; Edmonton division—W. M. Sauchuk, section foreman, Leduc.

Best old garden visible from the tracks—Second: Calgary division—J. Simituk, section foreman, Red Deer; Medicine Hat division—J. E. Morrison, section foreman, Bassano; Lethbridge division—B. Lewko, section foreman, Coaldale; Edmonton division—J. Wyrozub, section foreman, Bawlf.

Best new garden visible from the tracks—Calgary division—J. J. Zanni, section foreman, Crossfield; Medicine Hat division—A. A. Newell, agent, Tilley; Lethbridge division—A. Wagner, section foreman, South Fork; Edmonton division—H. Scrypnyk, section foreman, Staplehurst.

Best old garden not visible from the tracks—Medicine Hat division—S. A. Thom, agent, Maple Creek; Lethbridge division—H. E. Wilson, agent, Nobleford; Edmonton division—Section foreman, South Edmonton.

British Columbia

H. E. Padgett

Best district garden — H. E. Padgett, operator, Ruby Creek.

Best old garden visible from the railway tracks — First: Vancouver division — H. S. Rowen, watchman, Keefers; Revelstoke division — J. Wolfe, sectionman, Twin Butte; Kettle Valley division—J. Millership, section foreman, Arawana; Kootenay division—T. W. Bundy, agent, Erickson.

Second: Revelstoke division—G. C. Cobb, agent, Fort Steele; Kettle Valley division—E. Blomquist, section foreman, Princeton; Kootenay division—B. Hurack, section foreman, Creston.

Best new garden visible from the tracks—Vancouver division—J. Callahan, track patrolman, Keefers; Revelstoke division — A. Gibson, pumpman, Monte Creek; Kettle Valley division—F. Didcote, section foreman, Taurus; Kootenay division—M. Margitan, sectionman, Slocan City.

Best old garden not visible from the tracks—Vancouver division—M. E. Anderson, fitter, Coquitlam; Revelstoke division—J. Rossi, section foreman, Bull River; Kettle Valley division—W. H. Hallett, section foreman, Penticton; Kootenay division—W. Melnechuk, section foreman, Nelson.

Gets Correspondent

While the Staff Bulletin does not want to hold itself up as a "date bureau" or "matrimonial agency," it is only right to report that the youth down New Zealand way seeking a correspondent through the medium of the last issue has been successful. A letter from a young lady in British Columbia was received for him, care of this office, and has been forwarded.

Club at Vancouver To Play Basketball

Have Four-Team House League — Expect Keen Competition

Part of the new programme of activities planned by the Social Club at Vancouver got under way on Tuesday, October 29, when over twenty employes turned out for a preliminary basketball workout at the Normal School gym, prior to organizing a four-team house league.

Play will be held every Tuesday evening, from 5.30 until 7.30 p.m., while special games with representatives of other business houses will be staged throughout the season. Attempting to revive and create athletics among employes of the Company on the Pacific Coast, the new executive of the Company Social and Athletic Club are sponsoring this league as one of their first moves in office.

A sports committee consisting of the following members of the club has been selected: W. J. Henderson, president; Herbert C. Ramsden, Walter Henderson, Robert Hughey, George Fanning, George Payton and Charles W. McClean.

Frank Lee Captures B.C. Golf Tournament

District Engineer Wins W. J. Blake Wilson Handicap Cup In Vancouver

Frank Lee, district engineer for the British Columbia district, jocularly referred to on the Coast as "the forgotten man of C.P.R. golf," came through to win the W. J. Blake Wilson Cup, donated by the late Company director, at the annual tournament conducted over the beautiful Langara course by the Canadian Pacific Association of Vancouver, on Friday, October 11.

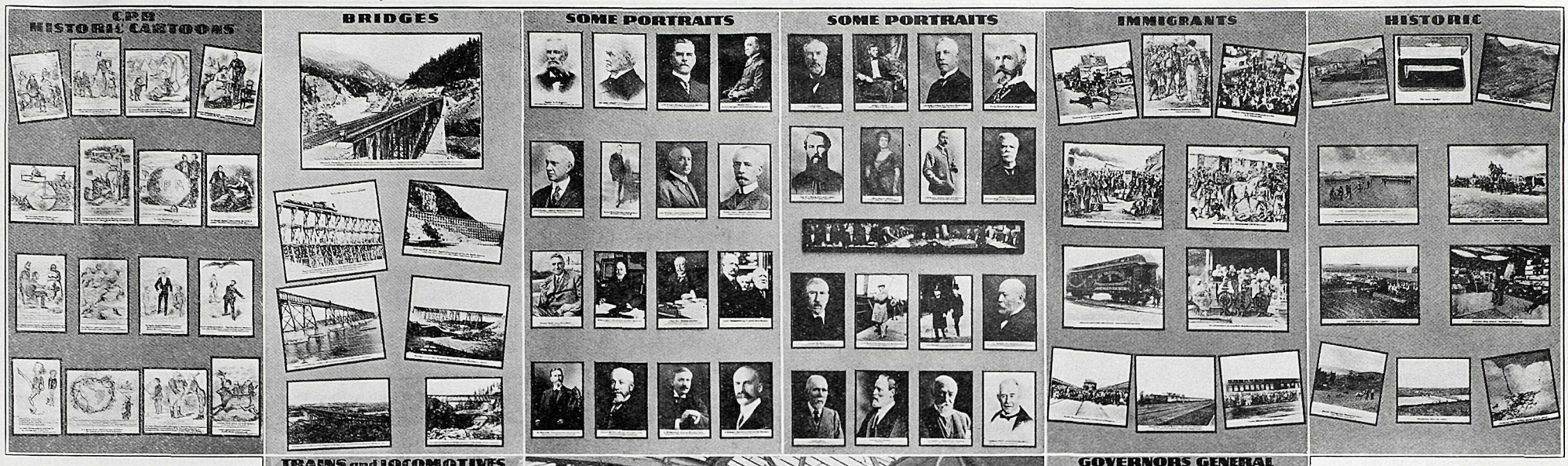
P. A. (Tim) Dunne, superintendent of express, and Captain W. Davison, formerly marine superintendent at Hongkong and now retired, were already receiving congratulations on winning when Mr. Lee came in late with a lower net score that took the laurels in this handicap event.

Pensioners Active

A pleasing feature was the large number of retired officers, many of them handy golfers, who turned out to show their "active" brothers a few tricks of the game. In this group were Captain Samuel Robinson, D.S.O., late commander of the "Empress of Japan;" Captain W. Davison, former marine superintendent at Hongkong; James Lamb, retired chief engineer of the "Empress of Japan;" A. B. Calder, former passenger traffic commissioner at Montreal, and C. S. Maharg, former superintendent of the Vancouver division.

Credit for the successful tournament went to Newton J. Ker, energetic president of the association; to C. W. McBain, who did the arduous and thankless task of handicapping; Bert Armistead, secretary-treasurer of the association, and Ed. McCadden, secretary of the Langara Club.

Scores of the winners were as follows: Blake Wilson Cup, Frank Lee, 96-30-66; low net, handicap 14 or under, P. A. Dunne, 83-9-74; handicap 15 to 24, Captain W. Davison, 89-17-72; handicap over 24, J. M. MacArthur, 117-30-87; low gross, R. V. Toombe, 87. P. A. Dunne, who had 83, had the best gross of the day, but was eliminated from this competition by winning the best net in the low handicap group.



THE JUBILEE HISTORICAL EXHIBITION

Some of the panels of photographs and section of the display of historic photographs, documents and pictures shown at Windsor Station, Montreal, in connection with the fiftieth anniversary of the completion of the railway on November 7, 1885.

Company History Told By Pictures

(Continued from Page 1)

leading up to the main event, the driving of the last spike by Donald A. Smith, later Baron Strathcona and Mount Royal, were shown in this exhibit, which attracted hundreds of spectators before it was shipped away for display in other Canadian cities.

The almost ferocious opposition was recalled by a collection of early cartoons lampooning the officials of the railway and the government. When not complaining that too much assistance was being given by the government, the cartoonists were telling their public that the route was impossible or the line would never pay.

Scenes of early construction work give some idea of the difficulties of the task. Cities of today were mere collections of shacks in those almost forgotten days. Photographic records of first trains into early settlements invariably show a small frame station, a collection of bewhiskered men and staring children and a rather gawky looking locomotive that developed through the years into the steel giant of today.

Other groups of pictures devoted to the subjects of hotels, bridges, construction, ships and railway equipment show the same remarkable comparisons between the old and the new. Banff Springs Hotel and Chateau Lake Louise, now visited annually by thousands and admired for their grandeur, had their beginnings as little more than frame shanties.

Bridges Have Changed

The development of early bridges from a ponderous net-work of log trestles into the sleek steel bridges of today has been no greater than the transformation of a pig-tailed country lass into a sophisticated city woman. Proof of that is contained in one look at such bridges as the enormous Red Sucker Bridge north of Lake Superior in 1884; the bridge near Jackfish, north of Lake Superior, where work was pushed ahead to permit troops through to the scene of the Riel trouble; and the Mountain Creek Bridge in the Selkirks.

Other pictures showing the advances made in the past fifty years by different branches of the Company provide the same interesting comparisons.

Nor did the exhibit forget the Indians and Mounted Police of the "Wild West." Pictures in this section recall that Canada needed only a handful of mounted police and the genial influence of that great missionary priest, Father Lacombe, to deal with the Indians. Appreciation of the Company for what was done in this way was heartily expressed by early officials.

Company and the War

The part played by the Company in the Great War is also related in pictures. Thirty-seven Company vessels, with a gross tonnage of 329,690, were in Admiralty service during the war. Up to November 11, 1918, the total number of officers and employes of the Company who had joined the army was 10,187, of whom 993 paid the supreme sacrifice and 1,952 were wounded. Of these, 4,305 were re-employed in the service and 4,854 other soldiers were given employment. The presence of so many railroaders in the ranks proved of great service to the efficiency of the Canadian Army, owing to the part that light railways played on the Western front. The Company also lived up to its undertaking to provide employment to those who voluntarily enlisted for overseas service.

Other groups of pictures covered such subjects as: His Royal Highness the Prince of Wales in Canada and enjoying the services of the Company; royalty; immigration and colonization; portraits of officials past and present; activities of Governors-General of Canada; the present chairman and president, Sir Edward Beatty, G.B.E., K.C., LL.D.; freight and express; and scenery.

Following the exhibition here, the display was started out on a tour of Canada, plans having been made to show it at all main Company centres.

Author Will Autograph Books for C.P.R. People

Alan Sullivan's book, "The Great Divide," the novel based on the history of the building of the Canadian Pacific Railway and which appeared as a serial in Maclean's Magazine under the title "Track of Destiny," is reported to be selling extremely well both in this country and in England. There is talk, also, of its being produced as a moving picture by the British-Gaumont people in England. Mr. Sullivan was originally an engineer by profession and worked for some time on construction in the West. His moving tale of the building of the railway therefore has a heart interest. Mr. Sullivan has been particularly pleased by the large number of Canadian Pacific people who have read the book. Mr. Sullivan has offered to autograph any further copies that are sold to Canadian Pacific employes. This can be arranged through the publishers, The Macmillan Co., of Canada, Toronto.

Librarian At Angus Retires From Post

Fellows in Pleasant Ceremony Present E. J. Harvey With Pipe and Purse

E. J. Harvey

E. J. Harvey, who has been librarian at Angus Shops, Montreal, since January, 1928, was shown the esteem of his coworkers by the presentation of a purse and pipe by the committee and library members when he retired from the Company's service August 31st.

His appointment as librarian was made after he had honorably filled different positions with the Company dating back to 1905, a year after he first came to Canada from Newlyn, Cornwall, England, where he was born in 1861.

In paying tribute to the efficient and conscientious manner in which Mr. Harvey had fulfilled his duties as librarian, others on the staff extended him best wishes for many years of health and happiness. Mr. Harvey thanked the staff for the tribute and also for the consideration he had always received from the library committee and members.

Stenographic Pool Success In Accounting Department

Work of Freight Claims, General Audit and Disbursements Taken Over

Effective February 1st, 1935, the twenty stenographers and typists in the Freight Claims Auditor's and General Auditor's offices were centralized in a separate office and dictaphones installed to take care of dictation. Effective October 15th, 1935, the typing work in the Auditor of Disbursements' office was taken over by the Bureau.

In addition to a reduction in the personnel as a result of the increased efficiency obtained by eliminating time occupied in receiving dictation and interruptions, a flexibility is obtained which enables the handling of special work and peak loads which was not possible when the operators were located in separate offices. To the dictators there is a greater convenience, as individual letters or memoranda can be separately dictated when they are strictly fresh in mind. There is no waiting for a stenographer. The employes displaced have been relocated in positions vacated by clerks pensioned or resigned.

Where the volume of dictation warrants it, the employe has his own dictation machine; and those who have only occasional dictation use a "community" machine, each dictator being supplied for sanitary reasons with his own personal mouthpiece. Each dictator is supplied with a couple of folders, numbered for identification purposes, into which all files dictated on are placed to accompany cylinders to the Bureau.

The dictated cylinders and copy work are delivered to the Bureau and finished work picked up at designated times, telegrams and rush letters being specially marked and given immediate attention. All copy work is accompanied by a slip showing date, name of writer, number of copies required, and any necessary remarks.

All business transacted with the Bureau is done through the supervisor, thereby eliminating the necessity of interrupting the operators.

All work is sorted into racks by the supervisor in order of its importance and is picked up by the operators, completed work being placed in containers provided for the purpose, from where it is picked up by office boys.

An average of six letters can be dictated on each cylinder, and, after the cylinders have been transcribed, they are shaved on a shaving machine and are ready for use again. Each cylinder can be shaved on an average of forty to fifty times.

STENOGRAPHERS CENTRALIZED

Something new in stenography is seen on the third floor of Windsor Station, Montreal, where this centralized office is operated in charge of Mrs. J. Maguire.

Vancouver Golfers Have Organization

Employes Organize Club Which Will Hold Tournaments the Year Round

Catering to the evident desire of employes at the Pacific Coast who want their golf when, and just exactly how, they like it, over 100 devotees from all ranks of the Company's service have joined the recently organized golf club at Vancouver.

This action was determined following the splendid response to the September 8 golf tournament held at Langara Course when approximately 16 foursomes attacked the course for six hours. At the first annual meeting held in the depot board room on September 24, J. G. McNab, Foreign Freight Agent, was elected president; J. J. Forster, Steamship General Passenger Agent, as first vice-president; A. T. Smith, second vice-president; George Mitchell, treasurer; and John McNicol, secretary. An honorary board, consisting of C. A. Cotterell, J. E. McMullen and Newton J. Ker, and honorary president and vice-presidents respectively were appointed.

Operating on an annual membership fee of fifty cents per year, the new organization intends to have an inter-department championship and an open championship event annually, for which suitable trophies will be presented. Monthly tournaments and possibly week-end events will be regular features of the programme.

The first official tournament under the new rules was on November 17. Throughout the winter months, play will be confined more or less to one game per month, increasing by leaps and bounds commencing with the first buds on the trees.

Sports Writers Praise Royal York Hockey Team

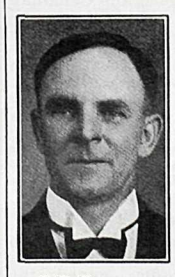
Entered once again in the Toronto Major Commercial Hockey League, the famous Royal York Hotel hockey team is looking forward to a most successful season and is already counted on to make the play-offs with more than a fair chance of ending up in first position. Highly spoken of by Toronto sports writers, the team is being coached this season by "Jerry" Deniord, the well-known hockey player. Of twelve players on the team six are members of the hotel service staff as follows: A. Barnes, A. Davy, A. Major, J. Croft, H. House and E. Hodgson. J. Johnson, manager of the Royal York, is honorary president; L. C. Parkinson, superintendent of service, president; Joe Carter, bell captain, manager; and H. Emmett, bellboy, trainer.

Made Grand Knight

J. D. Donoghue, of the Winnipeg paymaster's office, was honored by the Winnipeg Council, Knights of Columbus, this fall, when he was installed as Grand Knight for the coming year.

Locomotive Engineer Has Fine Bass Voice

J. P. Parsons of Sutherland, Saskatchewan, Much in Demand at Musical Events



J. P. Parsons

Singing is the useful hobby ridden by J. P. Parsons, locomotive engineer at Sutherland, Sask. As bass soloist, he is in demand for musical events of note in his home town and in Saskatoon. His gift was apparent when he was only seven and a choir boy in London, England. At 19, he was a soloist in one of London's large massed choirs and was elected to sing in St. Paul's Cathedral.

When he came to Canada, he entered the Company's employ as hostler's helper at Souris, Man., and without letting the Company down, he has pursued his singing way until now, without doubt, his engine's whistle is tuned to a melodious bass.

Mr. Parsons holds a Saskatchewan Musical Festival Class A Bass gold medal, awarded by Plunkett Green and Sir Hugh Roberton, and his quartette has held the festival's Class A shield.

Telegraphers Are Toilers Set Apart

Indispensable to Gathering Of News Says Sports Writer in Toronto Star

Bill Telford

Well-earned praise for telegraphers as men set apart from the rag-tag and bob-tail of the world's toilers recently made an interesting sports column under the signature of Andy Lytle in the Toronto Daily Star.

And when a newspaper man writes of telegraphers he knows whereof he speaks, for no one has closer contact with the key-tapper than the travelling writers of news.

Taking Bill Telford, one of the Company's Toronto operators, as a model, Andy Lytle said of all keymen:

"This is a roughish outline of some grand fellows who probably do more, in their unpublished ways, for your newspaper and for mine than all the columnists in town, even if you laid us end to end or leaned us all up against a bar in our favorite reclining positions.

"Telegraph operators, the middlemen between the roving reporter and his office communicants, are the indispensables of the intricate system by which all editions of metropolitan dailies are fed.

"Without them, life for an editor or a reporter would be one of persistent grief. Hot news would be replaced by time copy, which is at once the bane and the savior for make-up men, whose chief reason for continued existence is to get editions away on time and so silence the stentorian cries of composing room foremen.

"Seldom, if ever, will you see their names in print. They work behind the scenes. They never get a by-line on a story, though I can tell you from my own experience with them that not a few are capable of sending better reports on sports or where they are sending from than some of us who take a by-line as our daily due and admit we're good.

High Sense of Ethics

"Some of these boys could be decorative figures in any diplomatic corps. Daily, they reach into private and secret places. No profession in the world has a higher sense of ethics.

"You see them, you sports customers, now and then, fingers drubbing lazily at little electrical instruments. While you are studying your sports pictures, these chaps are tick-tacking thousands of messages into nearby and far-away newspaper offices, where equally efficient fellows receive the cryptic signals, transpose them into typed words and fling them to copy runners.

"But, as I say, they seldom rate mention except in the back-waters of newspaperdom where the writing boys have their favorites and insist on Bill or Wallace or Eddie being assigned to them when they go out. Often these jovial fellows carry the burden for the working scribe, as we call ourselves, and many a trip to the editorial red carpet has been saved us by dot and dash men.

"I've never met a working keyman who didn't make you feel that life, for him, began only when you advised him. Have yet to meet one who wasn't ready with a smile or a helpful hint with the pressure on.

"And so I give you the working telegrapher, as a good chap to know wherever you find him.

"Give him an instrument, some wire and a set of players and he'll start copy flowing for you from the Arctic Circle and give you a laugh or two on the side.

"Can the greatest of us do more?"

Montreal Bowlers Begin New Season

Inter Department League at Headquarters Has Twelve Teams Competing

Opening its winter activities with twelve teams participating, the Inter-Department Bowling Association of the Company at Montreal this fall welcomed two new teams to the group, Express No. 2 and Foreign Freight.

Keen competition with a view to taking the championship away from the Steamship Passenger Department has been seen at the weekly competitions since the league was opened on October 16 by E. Moore, president of the Canadian Pacific Railway Recreation Club. Weekly games will be played until March 25, following which prizes will be presented to the championship team and various individual winners. Prizes are donated every week to the player with high three strings and also for the individual high string.

Teams represented and the captains are: Auditor of Freight and Telegraph Receipts, R. B. Clutsam; Auditor Passenger Receipts, A. E. Roberts; Central Freight Accounting, G. Pepin; Dining Car, N. H. Chalmers; Express No. 1, J. Whitton; Express No. 2, M. Elliott; Freight Claims, W. Dorey; Foreign Freight, A. G. Brazier; Glen Power, V. Greenlaw; Glen Shop, E. Finn; Steamship, W. McKeown; and Traffic, A. Grace.

Officers for the current season are: E. Moore, honorary president; E. Hughes, president; W. J. Neville, secretary-treasurer; executive, E. Hughes, A. J. Cleary, T. O'Hara, W. McKeown, R. G. Fanning, A. G. Brazier, W. J. Neville and A. Grace.

Patrons of the association are: George Stephen, vice-president of traffic; H. J. Humphrey, vice-president and general manager; W. Baird, steamship passenger traffic manager; J. J. Morton, general foreign freight agent; C. B. Gordon, auditor of passenger receipts; W. J. Cherry, freight claims auditor; W. L. Moran, assistant claims auditor; A. C. Thorn, general agent express; D. W. Johnston, assistant general freight agent; G. C. Jackson, auditor of claims; F. K. Clark, freight claims agent; and E. F. Lawson, central freight accountant.

Rifle Association Plans For Winter

Outremont Marksmen Hope to Repeat Victories Earned in Past Year

E. J. Burke

Good hunting is in prospect this winter for the Outremont Division of the Canadian Pacific Small Bore Rifle Association which has added some fine marksmen to its ranks since winning high honors in the past year. Under the presidency of E. J. Burke, telegraph operator at Outremont, the club now has 20 members.

J. R. Turcotte of the club, and telegraph operator at Ballantyne, won the national championship this year in the Dominion Rifle Association indoor series with a score of 598 out of a possible 600 at 25 yards. There were four tied and he won the shoot-off.

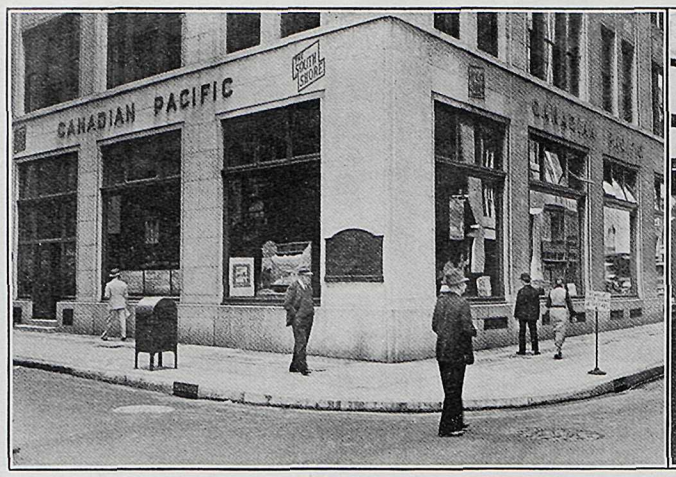
Further honors were in sight in the Montreal Small Bore Rifle Association competitions for greater Montreal, the club's intermediate team having prospects of a clean-up when disqualified on a technical point. J. R. Turcotte won the intermediate aggregate, however, with an average of 99.59 in ten matches of a possible 100 each, at 25 yards.

E. J. Burke captured the Montreal outdoor championship with a score of 394 of a possible 400; 200 rounds at 50 yards and the same at a hundred yards. He was awarded a medal presented by the Society of Miniature Rifle Clubs in England.

J. R. Turcotte

The four members taking part in the Dominion Rifle Association competition were J. N. McConnell, J. R. Turcotte, N. I. Crosby and E. J. Burke. Representing the club in the Montreal indoor competitions were J. N. McConnell, J. R. Turcotte, N. I. Crosby, K. Sutherland, F. Turcotte and J. Chouinard. Shooting in the outdoor matches were J. N. McConnell, J. R. Turcotte and E. J. Burke.

This year the club will enter a senior and two intermediate teams in the Montreal competitions and also intend competing again in the Dominion Rifle Association series.



NEW YORK HEADQUARTERS

Smartly located on Madison avenue at 44th street, the Company's offices in North America's largest city are not only well worthy of their surrounding, but are truly representative of Canadian Pacific enterprise. The original New York office was opened in the very early days of the Company's history and today, under the direction of J. E. Roach, general agent passenger department, rail, and E. T. Stebbing, general agent passenger department, steamships, are carrying on in the best tradition of service and efficiency.

Company's New York Office Grew as Business Demanded

Followed Business Trend to Present Excellent Location On Madison Avenue at 44th Street

The present location of the Canadian Pacific's New York office—in the Canadian Pacific Building at Madison avenue and 44th street—is in the heart of the fashionable mid-town shopping and hotel district. Most of New York's travel agencies and the passenger agencies of other railways are located within a ten-block radius. Hard by, too, is the famous Grand Central Terminal, the "Gateway to a Continent," whence trains leave over the New York Central, Delaware & Hudson and Rutland Railroads for Montreal, Ottawa and Quebec. Grand Central Station is probably the finest railway terminal in the world, and every day thousands of travellers pass through its portals.

Across the street from the Canadian Pacific Building is the Biltmore Hotel, with the Commodore, Roosevelt, Ritz-Carlton and Waldorf-Astoria clustered round about. A few blocks to the west lies Radio City, with its brood of office buildings, movie palaces and hanging gardens.

First Audit 1888

The Company has retained important connections in New York practically ever since the completion of the trans-continental line, the first audit for the offices there being dated January 21, 1888, according to the office of the auditor of agencies at Montreal.

About this time, New York's numerous railway and steamship offices, almost without exception, were located on or near lower Broadway in the small area extending from Canal street to the Battery, the city's pleasant, park-like space overlooking the harbor. The first office was located at 337 Broadway.

Several years later the office was moved to 353 Broadway, a few blocks north of the Brooklyn Bridge. However, as not only the transportation business but almost every other line of endeavor except banking and stock-brokerage began to shift slowly northward, the Company felt obliged to move a few blocks in the same direction to 458 Broadway about 1907, another office at this time being located at 1 Broadway. By 1916, Canadian Pacific had landed at 1231 Broadway at 30th street, which in those days was "way uptown" and the centre not only of the business but the social and theatrical life of the city as well.

Here it remained for some years, but the skyscraper age had arrived, and in 1921 it hung out its beaver shield at its present centrally-located site.

In addition to its 44th street and Madison avenue office, the Canadian Pacific maintains a freight department at 233 Broadway, in the Woolworth Building. W. I. Chudleigh is head of the steamship freight traffic department, while A. L. Preston acts in the same capacity for the railway end of the business.

In the event that legal advice is needed, the Company's agents in New York consult the firm of Hardin & Hess, of 74 Trinity Place.

Officials

James E. Roach, the Canadian Pacific's general agent in New York covering rail traffic, joined the Company in September, 1911, as clerk in the New York office, subsequently becoming assistant ticket agent there. In January, 1917, he was transferred to Cleveland, Ohio, in the capacity of city passenger agent. In December, 1917, he went overseas as a private in the Twenty-first Engineers, United States Army. He returned from this war service in June, 1919, and rejoined the New York office, this time as city passenger agent. He was appointed to his present position, general agent covering rail traffic, in August of 1933.

Ernest T. Stebbing joined the Canadian Pacific on May 1, 1916, as general agent of the steamship passenger department. Prior to this date he had represented Thomas Cook & Son, international travel agents, in New York.

Paul Standard, who succeeded Earle Hooker Eaton, now retired, heads the press department. He joined the C.P.R. following a varied newspaper career as reporter for the Philadelphia Public Ledger, manager of an independent New York news bureau, correspondent of the Australian Press Association and editor with the Associated Press.

Robert A. Burford, who heads the New York accounting department, joined the Canadian Pacific in June, 1901, as clerk in the immigration department at No. 1 Broadway. In January, 1902, he was made agent of that department. In November of the same year he was appointed city passenger agent and freight agent in Buffalo, N.Y., after which, in December, 1907, he was transferred back to New York as cashier. In October, 1912, he was appointed to his present position of accounting agent in the New York office.

Track Section Contest Prizes Are Awarded On Western Lines

A. Franson Wins $100 First Prize in Annual Competition—Foremen Set High Standard

Section foreman A. Franson, mile 70 to 76 in the boundary sub-division of the Kootenay Division, B.C., was the main winner in the sixth annual track section prize contest on western lines, receiving from the hands of C. A. Cotterell, assistant general manager at Vancouver, the prize of $100 donated by W. A. Mather, general manager, Winnipeg. Judging was based entirely on efficiency and with due regard to handicaps of unfavorable topographical conditions.

Additional main awards to section foremen for the four provinces were: British Columbia, assistant general manager's prize, J. Fuoco, Kettle Valley Division; Alberta, general superintendent's prize, D. Skakum, Calgary Division; Saskatchewan, general superintendent's prize, A. Binda, Swift Current Sub-division; Manitoba, general superintendent's prize, E. Tully, Glenboro Sub-division.

One hundred and fourteen cash prizes are given in the contests, the winning section not being necessarily the best piece of railway track property, but that which is most efficiently maintained and improved at a minimum of expense, considering the topography. Prizes consist of the general manager's prize, four general superintendents' prizes, 14 division superintendents' prizes and 95 roadmasters' prizes, no man being awarded more than one prize.

The following list of winners, exclusive of the five main awards, shows the winner's name, his home station and division, and the prize won:

MANITOBA

Superintendent's prizes: J. Berg, Kenora Division; J. Raczka, Portage Division; V. Colli, Brandon Division.

Roadmasters' prizes, Kenora Division: F. Realini, Sheba; G. H. Hennessey, Bonheur; N. Yourkawich, Hodge; J. Daniluk, Rennie; P. E. Green, Cloverleaf.

Roadmasters' prizes, Portage Division: E. Gellien, Springstein; D. Brockie, Portage la Prairie; A. Hanson, Poplar Point; J. Hilland, Riverton; J. Gebhardt, Killarney; T. Tannahil, Deloraine; W. Mathewson, Rugby Jct.; H. Collins, St. James.

Roadmasters' prizes, Brandon Division: A. Fiori, Oak Lake; W. Worobec, Moosomin; W. T. Wilding, Binscarth; N. Bodnar, Sinclair; N. Cabin, Souris; J. J. Matthews, Welwyn; M. Drobot, Kennedy; E. Johnson, Wheatland.

SASKATCHEWAN

Superintendent's prizes: G. Rogiani, Regina Division; H. West, Moose Jaw Division; N. Bachynsky, Saskatoon Division.

Roadmasters' prizes, Regina Division: A. Mutis, Belle Plaine; S. Zack, Regina; P. Sohasky, Dysart; A. Neufeld, Lockwood; J. Halasa, Imperial; C. Loron, Stoughton; F. Olson, Halbrite; M. Brown, Torquay; P. Miller, Landscape.

Roadmasters' prizes, Moose Jaw Division: J. McLean, Mortlach; C. Piscia, Fauna; S. Bednash, Wymark; E. Morfini, Mossbank; F. Martinuk, Kincaid; P. Kalakajlo, Fife Lake; W. Kraemer, Broderick; D. Bradshaw, Rosetown; N. Nikiwski, McMorran.

Roadmasters' prizes, Saskatoon Division: P. Grywinski, Senlac; S. Martins, Freemont; T. Siagel, Luseland; B. Zelenko, Traynor; N. Chobotuk, Colonsay; D. Chobotuk, Sutherland; J. Chomechko, Attica; J. W. Lewis, Clemens; C. F. Evoy, Codette; T. Halyk, Fishing Lake; and W. Kosteniuk.

ALBERTA

Superintendent's prizes: J. Kynchey, Medicine Hat Division; V. G. Puzzi, Lethbridge Division; B. Wesoluch, Calgary Division; B. Lee, Edmonton Division.

Roadmasters' prizes, Medicine Hat Division: S. Balewicz, Gull Lake; W. Anderson, Mackid; D. Woycenko, Lathom; J. Laskoski, Bartstow; J. Eichorn, Jr., Estuary; M. Dobroski, Portreeve; A. Kondracki, Agatha; C. Slobodian, Hussar; N. Oszust, Finnegan.

Roadmasters' prizes, Lethbridge Division: J. Carlson, Midnapore, since moved to Omaktai; T. Palychuk, Woodhouse; G. Bradshaw, Cowley; W. B. O'Connor, Bellcott; B. Demaria, Carmangay; O. Erickson, Coutts; F. Seredynski, Foremost; N. Chornobrywy, Eastend.

Roadmasters' prizes, Calgary Division: S. Polchuk, Hector; J. Erickson, Brickburn; J. J. Zanni, Crossfield.

Roadmasters' prizes, Edmonton Division: W. Sauchuk, Leduc; O. Schneck, Wetaskiwin; G. E. Lissack, Alix; A. Benson, Veteran; F. Boyarchuk, Leduc; O. Lundquist, S. Edmonton; W. Szczur, Slawa.

BRITISH COLUMBIA

Superintendent's prizes: G. Carlson, Revelstoke Division; P. Brass, Vancouver Division; L. Ortis, Kootenay Division; and S. Palm, Kettle Valley Division.

Roadmasters' prizes, Revelstoke Division: L. Kostner, Redgrave; H. Peterson, Flat Creek; H. Kangas, Boulder; J. Fossett, Pritchard; E. Franson, Nicholson.

Roadmasters' prizes, Vancouver Division: N. Tofin, Ashcroft; G. Watson, North Bend; J. Danielson, Mission; C. Person, Barnet.

Roadmasters' prizes, Kootenay Division: F. Kinert, Fernie; G. Fazio, Cranbrook; B. Malahoff, Tye; F. Dvorak, Genelle; J. Goli, Robson West; G. Soobotin, Summit.

Roadmasters' prizes, Kettle Valley Division: B. Butticci, Rock Creek; J. Vizjak, Erris; and A. J. Granier, Dot.

THE STITCH IN TIME!

Seamstresses Mrs. B. Ingoldsby, Miss A. Towell, Mrs. M. Wallington, Mrs. L. Lee and Mrs. L. Kennedy are seen at the battery of sewing machines in the Pier B.C. workroom, Vancouver, where linens and other materials from the Pacific "Empress" liners are repaired every voyage. Mending so meticulous as to almost defy detection greatly prolongs the life of expensive fabrics, thereby saving the Company large sums of money each year. Inset is R. H. Kirkpatrick, Catering Superintendent, Canadian Pacific Steamships, Vancouver.

Deft Workers Save Money for Company

Unique Repair Room at Vancouver Is Hive of Intelligent Industry

Adhering to the philosophy that a penny saved is a penny earned, R. H. Kirkpatrick in his first year as catering superintendent of the Canadian Pacific's four Pacific "Empresses," has saved the Company a great deal of money, but still proudly boasts that his economies have not interfered with the comfort and well-being of passengers.

An example of economy well conceived and executed is the "repair room" in Pier B.C., in Vancouver, headquarters of the famous "Empresses" and the "Aorangi" and "Niagara" of the Canadian-Australasian Royal Mail Line. Each time an "Empress" makes port, important repair jobs have to be done to tons of linen and furnishings. This necessarily requires skilled seamstresses who turn out such careful work that it takes a trained eye to observe the mends. Two journeymen upholsterers are engaged in repairing chairs, couches, settees and chesterfields.

It is more than a sewing or repair room, this workshop, for here are cunningly made from all sorts of bright materials the costumes which are invariably worn during masquerade balls held on Pacific crossings. The costumes, when finished, are rented to passengers at moderate prices, showing the Pier B.C. officials a small but welcome profit. On some occasions as high as 15,000 pieces of linen have been handled when a particularly large number of passengers make the Pacific crossing. This, of course, greatly exceeds the minimum amount of 5,000 pieces of linen ordinarily sent for repairs.

Linens so diligently mended as to deceive all but the skilled eye are restored to the ships for further use. It is seldom that outside help is needed for the restoration of this material. No material worth saving is ever lost, as the experts make over badly torn or worn linens and fabrics for other uses. Furniture presents its own problems. Tables are continuallly being marked by carelessly placed cigarettes, legs of chairs become wobbly, or an over-stuffed chair or chesterfield becomes lack-lustre in the springs or shaggy in the upholstery. E. Cole and J. Reid, expert upholsterers, strip the furniture and make it ready for renovation in the carpenter's shop.

Whatever the task may be, the repair room will turn out the work with the same care and genius which the careful housewife bestows on her prized household possession. It all reverts to the popular creed of past and modern times that a stitch in time saves nine.

Davie Smith Wins The Mathews Trophy

Captures Honors in Company Golf Club at Winnipeg—Keen Competition

Davie Smith

Davie Smith, of the paymaster's department, is the holder this year of the H. F. Mathews trophy, emblematic of the championship of the Company Golf Club at Winnipeg. Presentation of the statuette climaxed a highly successful first season of this event.

The club was formally organized somewhat late in the summer of 1935 and 70 members played down in groups of seven to the finals. Quarter-finalists were J. Davis, R. J. Gray, A. Lauder and D. Smith, the last two playing off for the trophy.

Mr. Smith laid the foundation of his game on Braid Hills and other Edinburgh courses and has been playing golf for about thirty years. After a consistent season, he turned in a card of 78 for his last three matches and his win of the Mathews trophy was well merited and exceedingly popular with his fellow members.

Vancouver Boasts Active Social Club

Model Airplane Group Has Been Added to Long List of Activities

Launching into a new season that promises to be one of its best yet, the Canadian Pacific Railway Social and Athletic Club at Vancouver had as its first success under the new executive a dance in the Crystal Ballroom of the Hotel Vancouver, which was attended by more than 800 from all branches of the railroad and their friends. This was the first of regular fortnightly dances.

Correspondingly increased attendance was noted at the whist drive immediately preceding and during the dance, held in the Oak Room, where 43 tables were in play. Prizes were won by: Mrs. M. Edgett, ladies' first; Mrs. E. Morritt, second; W. J. Armstrong, men's first; J. McLeod, second; and a consolation prize to Mrs. R. Stewart.

This opening dance was unique in decoration, as it also signalled the inauguration of a new section of entertainment under the aegis of the parent club, that of model aircraft. The ballroom was embellished with dozens of models, including one which captured the Grand Championship of Canada at the Toronto Exhibition this year for Fred Hollingsworth, son of one of the coast employes.

Model Airplane Club

The model airplane club is well established now under the leadership of Joseph E. Doe, chief clerk in the superintendent's office, C.P. Express, a wartime flier who was shot down and captured behind German lines and made prisoner. This newest activity bids fair to be highly popular with sons of employes who are signing up in great numbers. Boys of the city who have won many prizes in model competitions are offering their services as instructors and mentors. This group includes Fred Hollingsworth, Canadian champion. F. M. Rutter, president of the social club, is active in promoting this new branch, which will be known as the Beatty Flight.

T. K. Bernard retired from the active end of the social club at the annual meeting on September 27 after having guided it for five years, a period possibly the hardest in its existence. He is chiefly responsible for its continuance during the economic struggle of recent years.

Appointed to assist Mr. Rutter in the direction of his enterprising association were: L. Crossley, vice-president; F. Rourke, secretary, and H. Penn, treasurer. The following committee was elected: William J. Henderson, J. McNicol, S. J. Kirkup, E. Collinge, W. Bartlett, Chas. W. McClean, W. G. Payton, Herbert C. Ramsden, C. Walker, W. Powell, Robert Hughey, George Fanning, J. Miller, W. Sheppard, Hedley Fairbank, George Payton and W. J. Rogers.

Subdivided under a series of committees, present plans call for afternoon bridge parties for wives of employes, smokers, masquerade skating parties, inter-department basketball league, Christmas Tree party for children, summer picnics for employes and friends, specially arranged feature dances during the winter, and a huge pet parade in the spring.

Maritime Outing

Headed by George E. Graham, vice-president and general manager, a party of Dominion Atlantic officers and employes from Halifax and Kentville spent an enjoyable September week-end at the Pines Hotel, Digby, N.S. The manager, O. C. Jones, had arranged a special rate for employees, covering hotel accommodation and use of the golf course, tennis courts and swimming pool.

Ottawa Recreation Club Forges Ahead

Progressive Body With Active Membership Built From Humble Start

F. D. Smith

Ottawa's Canadian Pacific Railway Recreation Club is going places these days following a rather humble start in the early 1920's as a hockey club when, through the generosity of twenty employees, who donated $10 each, the organization first got under way.

But recent enthusiasm and a smoothly working organization give promise of a good year ahead under the new executive, elected on October 9 in the Halcyon Club Rooms at Ottawa and consisting of: Honorary patron, Sir Edward Beatty; honorary president, H. J. Humphrey; honorary vice-presidents, T. E. McDonnell, J. O. Apps, J. A. McGill, A. Williams and William Garland; president, Frank D. Smith, city ticket office; vice-presidents, William G. Bowman, freight office, E. McAskin, depot ticket office, and G. McLean, Hull West; executive, C. W. Leach, conductor, E. A. Campbell, local freight, and G. Corrigan, communications department; treasurer, George H. Cowan, express department, and secretary, J. A. Powell, city ticket office.

In its early years the club was not an outstanding success, chiefly because of lack of finances, club quarters and playing grounds of its own. The first rink was an open-air affair in the Broad Street yard and not the least of the club's troubles was the falling of cinders on the ice from shunting locomotives.

In following years ice had to be rented in Ottawa South and at the old Rideau Rink on Waller Street. Early presidents of the recreation club, which was organized as such in 1926, included former superintendent J. H. Hughes, the late R. J. (Bob) Willoughby, conductor, and E. A. Campbell.

First signs of prosperity came in 1930, with A. L. Sauve as president, supported by a strong executive, when the recreation club was put on a sound and strong basis and its activities greatly extended.

Mr. Sauve was president again in 1931, followed by Frank L. Willis, locomotive foreman, in 1932; Joseph D. McNee, city ticket agent, in 1933, and Pat W. Carey, express department, in 1934.

Recent Activities

During the past year the club operated a splendid ten-team five-pin bowling league, under the direction of William G. Bowman, who has again taken charge as chairman of the bowling section, assisted by Oscar Berthiume, as secretary, and Miss V. Leach, as treasurer.

Fraternal visits have been exchanged with the recreation club bowlers in Montreal for the past few years, a banquet and dance following each contest, resulting in many fine friendships and interchange of ideas between members of both clubs. The Ottawa Club hopes these visits will be continued and extended to include other points where train service is convenient.

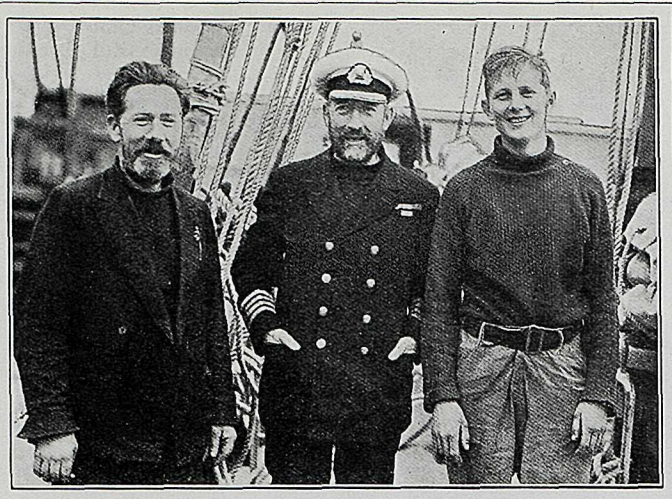
The conductors, who won the bowling championship last year, were presented the cup at a banquet last May, when individual prizes were also given. Members of the team were Miss V. Leach, G. Sharpe, H. G. Wilson, L. Rees and Mrs. C. W. Leach, captain. On the city ticket team, which placed second, were Miss K. O'Meara, Mrs. W. H. Wilson, B. Lloyd, E. Murphy and F. D. Smith, captain.

Telegraph messengers won the softball trophy for 1935, receiving the cup at a banquet in charge of Chairman Gerald Corrigan at Chez Henri a short time ago. The winners were Ross Hough (captain), B. Martin, T. Lockyear, J. Odoysk, J. Korince, D. Beattie, J. Ryan, F. Paul, C. Paul and F. Lavergne.

W. B. Way at Moose Jaw Honored on Retirement

On his retirement from the Company, which he had served faithfully since 1905, W. B. Way, assistant chief operator in the communications department at Moose Jaw, was presented with a purse by fellow employes at a gathering in the superintendent's office.

Born in Trenton, Ont., he went west to Manitoba in 1882. His service with the Company started in 1905 in the capacity of night wire chief at Swift Current, where he remained until 1910, when he was transferred to Moose Jaw, the repeater equipment being moved there from Swift Current. He remained at Moose Jaw until his retirement, for the past number of years as assistant chief operator.



AT END OF EPIC VOYAGE

After they had conquered the Pacific Ocean in a little 50-foot brig designed by Captain Ernest Philip Green, R.N.R., retired commander of the "Empress of Asia," these three daring mariners received a wonderful ovation at Vancouver and Victoria. The weather-beaten three, already planning further voyages, are, left to right: John Hunter, Victoria, B.C., veteran, who went along as able seaman; Captain Green, in his old Canadian Pacific uniform from which he had removed the Company insignia; and Captain Green's son, 18-year-old Philip, engineer-handyman.

Fast Freight Train Service More Efficient Than Trucks

Careful Study and Long Experience Produce Widely Heralded Improvements

By G. T. COLEMAN
Superintendent of Transportation

G. T. Coleman

Truck competition on long and medium hauls is less of a menace to Canadian railways now that faster schedules and faster handling at stations, together with the practical application of other comprehensive policies, have been combined by Canadian Pacific Railway officials to improve the freight service. This development is the direct result of careful study, experience, and finally the adjustment of freight services to meet the ever-changing needs of Canadian business.

Whoever still believes that the truck provides better service at lower cost is not in touch with the strides that have been made in the matter of improving railway service and adjustment of rates.

As a matter of fact, trucks could never compete with railway service in the matter of safety, capacity and variety of shipments handled. They never equalled the railway service on long hauls. Recent improvements have given the railway advantage over the trucks in medium length hauls, and although the trucker, under special circumstances, enjoys a temporary advantage on short hauls, even that may vanish in the near future. It is probable that a large percentage of traffic now on the highway will return soon to the rails.

Before the railway's present fast service, the institution of the pick-up and delivery service, and reduction in rates, the highway operator had a wonderful opportunity which he did not capitalize to the full extent.

Where Trucks Fail

The highway service has had certain inherent disabilities. Capacity of trucks is limited. Traffic fluctuates and the trucker usually has a limited number of trucks, and when these are fully loaded, he either does not call on shippers or delays traffic. Instances have been found where shipments were held three days and ten days at a truck handling station waiting for the road haul truck to call. The operator had found a full load elsewhere. When a large single shipment fills the truck to capacity, other shippers are usually left without truck service. Nor will truckers accept long or light bulky goods and frequently refuse fragile articles. Rail service is, on the other hand, elastic and can handle anything offered.

The highway operator is more subject to delay and accident, while rail service is now more dependable than ever before.

Truckers are supposed to have insurance, but premiums are not always paid, and in case of heavy loss trucking companies have been known to reorganize financially to avoid liability and the shipper or consignee loses. One operator had a new company each of three successive years.

On short hauls or with a single large consignment they can go direct to consignee, but most of them use a lighter distributing truck in large cities and this truck cannot provide the service to each part of a large city equal to what 75 or 100 trucks working from a rail freight shed can provide each area. Rail cartage agents often make a separate load for each large consignee, giving him his freight from all directions in one load.

The service to shipper on outbound traffic is better via rail as freight for all directions is picked up at the warehouse at one time, while shipping clerk has to wait for highway operator who calls in early part of day and sometimes late at night, increasing shipping room costs. This is not always considered by shippers when considering rates.

Dangers of Low Wages

In the matter of rates, some larger truck companies charge rates which cover reasonable cost but many operate at a low rate with underpaid employes. One company was found who paid as low as $7.00 per week for long hours, another pays $6.00 per trip of nearly 600 miles, others pay $12.00 to $15.00 a week for long hours. Action has been taken by some of the Provincial Governments and, as the danger of overworked men on the highway is appreciated, this will be adjusted.

In the matter of service, Company employes can have utmost assurance that in the matter of dependable fast service the Company has assumed a leadership among railroads in North America, and while there is much to be done, it is being organized as quickly as possible. Time in transit from shippers' doors to consignees' doors is on the average much faster than the highway service. Faster trains, night transfers and the pick-up and delivery service make this possible.

On May 1st, 1935, when pick-up and delivery service was extended to most of the traffic on the Onta-

(Continued on next page, col. 4)

Company Gives Service To Canadians Abroad

A pat on the back for the Company "away from home" comes through James L. Carson, Montreal manager for the Bank of Toronto, who has received a letter from his friend. D. J. Munn, now touring Europe with his blind daughter, an accomplished pianist. Mr. Munn wrote: "She is, I think, in excellent hands and much of it is due to the friendship and helpfuless of the C.P.R. manager there—the same sort of thing one finds abroad in that great transportation service. Really, it is something for a Canadian to feel proud of and, naturally, more so when one is travelling in foreign lands."

Braves the Pacific In 50-Foot Brig

Gallant Pensioner Makes Successful Crossing After Thrilling Fight

Captain Ernest Philip Green, R.N.R., superannuated commander of the "Empress of Asia," who served on Canadian Pacific steamships on the Pacific for 20 years, conquered the Pacific in his 50-foot brig, the "Romance," assisted by a crew of only two, his 18-year-old son, Philip, as engineer-handyman, and John Hunter, Victoria, B.C., veteran, as able seaman.

The epic voyage, ranking for daring and skill with the foremost accomplishments of British seamen voyaging in small boats in dangerous ocean lanes, ended after three months of adventure. Any anxiety of friends for the small brig, which, equipped with provisions for three months, set out from Yokohama on July 21 for Victoria, was dissipated by a wireless from the American warship "U.S.S. Oklahoma" on October 17, saying the "Romance" had been sighted off Neah Bay, Vancouver Island. The brig was towed into Victoria by the R.C.M.P. yacht "Adversus."

Bearded, weather-beaten, and many pounds lighter after the sensational 4,800-mile crossing, Captain Green looked every inch a seaman in his old Canadian Pacific uniform, from which he had removed the Company's insignia. The staunch and business-like "Romance" also showed some signs of wear. And so did Philip Green, tall, shy-spoken son of the captain, and red-bearded John Hunter, who has been in all kinds of ships from tugboats to battle cruisers and crack mail steamers in his two decades of roaming the seas.

Attracts Thousands

Thousands flocked to the docks in Victoria and Vancouver to view the "Romance" and, if possible, to catch a glimpse of the daring three who manned her. Through all the adulation and admiration for Captain Green, this ever-recurring thought made itself felt: "So this is the kind of man you find on Canadian Pacific liners!"

Honored by the Royal Vancouver Yacht Club, which tendered him and his brave son Philip a "welcome home" banquet, Captain Green told in unemotional, seamanlike language the revealing story of the "Romance's" battle with the North Pacific elements, to a distinguished company that included leading yachtsmen, port officials, sea captains, Captain E. Aikman, general superintendent of the Company's steamships on the Pacific; Captain A. J. Hosken, R.N.R., and other officers of the "Empress of Canada," then in port, and other old comrades of the service.

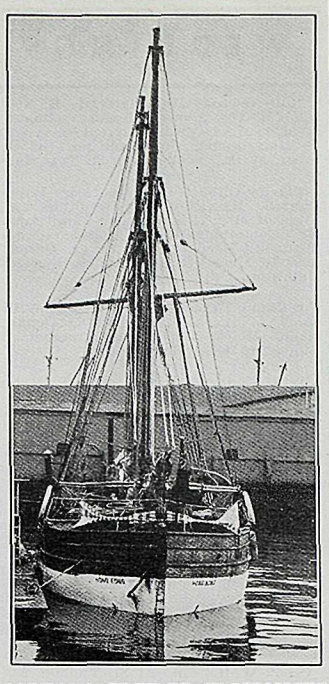
After the failure of the auxiliary engines, due, he said, to their own inexperience, head winds dogged them and they found that while they might run 50 miles one day, they would be driven back almost as many on the next.

Huge Waves

The real test of the ship, he recalled, came about eight o'clock on the night of September 20, when the worst blow of the voyage sent mountainous waves roaring menacingly at the little craft. "I've spent 40 years at sea, gentlemen," he said, "and part of that time in square-rigged ships, but these waves seemed more like huge mountains with snow coming off them than anything I ever saw before.

"The 'Romance' rode them beam on with bare poles," he continued, "taking them beautifully and shipping no water." Finally one comber came along about 50 feet high. After surviving that, they took no more chances, putting out two oil bags with excellent effect.

"The 'Romance,'" he disclosed, "is as safe as an Empress—and many of you gentlemen have reason to know just how safe that is—though she may not be as comfortable."



CAPTAIN GREEN'S "ROMANCE"

Moored in dock after completing the 4,800-mile crossing from Yokohama to Victoria in a little less than three months, the "Romance," sturdy 50-foot brig designed by Captain Philip Green, R.N.R., is to be transformed into an ocean-going home—if other members of the family can get Mrs. Green to agree.

Three Rivers Men Are Keen Bowlers

Turn to Winter Sports After Winning Softball Championship of City

Bowling is the sport of chief interest to Company men in Three Rivers at present, but they hope to branch out soon into other winter sports.

Bowling there has been found to be an aid to business by promoting a warm feeling of fellowship among the men, and the sessions of the bowlers are always recorded by the local paper, the St. Maurice Valley Chronicle, at considerable length in a friendly, chatty vein. There are six teams in the league, representing shop, roadmaster, yardmaster, station, yard, and baggage.

The end of the summer season brought the city softball league champoinship to the Company team, which defeated the Gouin Lumber outfit in the finals. The Chronicle-Chronique Cup was presented to the winners and the victory was celebrated at the St. Louis Hotel.

Pigeons Are Hobby Of M. E. Beausejour

Company Timekeeper Has Won Prize With His Splendid Racing Pigeons

M. E. Beausejour

M. Eugène Beauséjour, timekeeper for the Montreal Terminals Staff at Windsor Street Station, boasts of over twenty-four years' service with the Company in that capacity, and nearly that many years as a devotee of the art of breeding and racing homing pigeons.

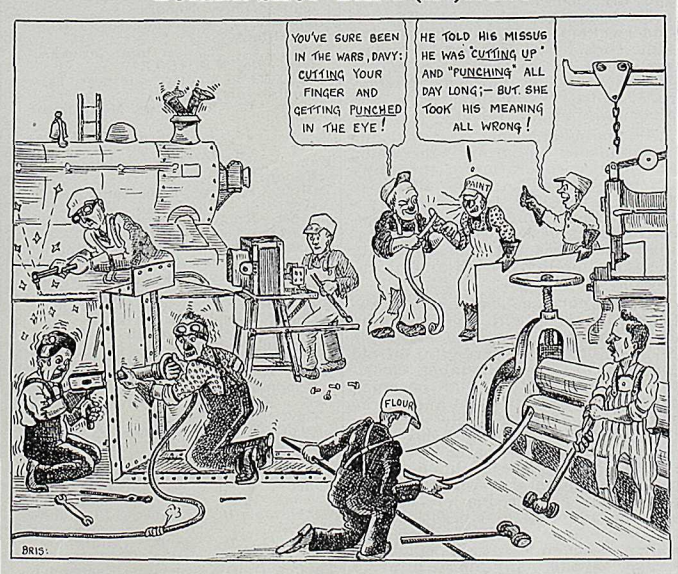
When he tells you about the exploits of some of the aces of the feathery flying brigade, this employee displays all the symptoms of the keen baseball fan recalling a smart play on the diamond, of the ardent golfer who has witnessed a display of under-par golf; he speaks in that convincing tone marking the enthusiastic sportsman.

The timekeeper's flock numbers about sixty birds, and his foundation strain comes from stock that was imported from Belgium, Germany and England. He speaks of the different breeds, of the Wegge, Hansanne, Grooters, Rimbeau, "Anversois" (Antwerp) just as knowingly, just as familiarly as master mechanics discuss driving shafts and other gadgets of the Company's steel space-eaters.

He has been secretary for ten years of "L'Association Colombophile du Nord. He frequently contributes to the sporting columns of "La Presse," the large French daily, as he is looked upon as an authority on homing pigeons.

M. Beauséjour is pictured here with one of his prize birds and two trophies he treasures highly, one, in fact, is now his personal property. He has won it two years in succession, in 1934 and 1935 his pigeons capturing the two hundred mile race for "old birds" (over a year old) from Tweed, Ont, to Montreal. The other cup was also won this year, in 1935, a four hundred mile race for "old birds" from Palmerston, Ont., to Montreal. This fancier aims higher still right now. He is preparing a bird in an endeavor to bring down a remarkable record, that of a homing pigeon that flew from Murillo, Ont., to Montreal, a distance of 1,000 miles, in three and a half days. Company men will wish him perseverance and good luck.

BOILER-SHOP BAND(IN)AGE!



—Drawing by Walter Brisdon, of Ogden Shops, Alta.

Problems Of Steamship Operation

(Continued from page 1)

The first requirement is to make the best possible use of all ships available and naturally to provide adequate service to take care of the expected traffic both freight and passenger. The Trans-Pacific schedule requires careful planning to maintain the regularity of our mail service and avoid clashing, as far as possible, with the sailings of competing lines. The Canadian-Australasian Line are able to maintain a service at regular intervals of four weeks year in and year out, and when the regular boats are withdrawn for overhaul a boat is substituted by the Union Steamship Company to fill in.

With our Trans-Pacific service, in order to provide adequate time for annual overhauls, there is a disruption at the end of each year and usually about Christmas time we have to drop one sailing, leaving a gap of four weeks instead of two between departures from Hong Kong; and the subsequent sailings have to be adjusted so as to maintain the desired Honolulu position of the "Empress of Japan" and "Empress of Canada" with the Canadian-Australasian ships.

The Making of Connections

The connection between the Atlantic and Pacific Fleet, while very desirable, is a serious problem. At times it can only be made by delaying the departure from this side for England by twenty-four hours and it is unfortunate that it is rarely possible to work out a good connection between the "Empress of Japan" and the "Empress of Britain" eastbound. There are only two occasions during the coming season where this can be done and one of them is an absolutely tight connection which precludes the possibility of passengers desiring to make this connection spending any time in the Rocky Mountains or any other point in Canada.

The week-end departures for Europe are of great importance from both freight and passenger angles, and the arrival on the other side so as to have perishable traffic available for Monday morning delivery is imperative in handling high-class refrigerator traffic.

A weekly service could be maintained between Montreal and Liverpool with three "Duchesses" instead of four, but to do this would mean a mid-week instead of a week-end departure from one side or the other which would reduce our earnings and more than offset the savings effected. During the comparatively slack winter season, provision has to be made for giving each ship three to four weeks' time in port for annual overhaul. This is accomplished by switching and substitution so that each ship gets the necessary time in port without dislocation of the regular service. All these factors have to be continually before us both in drawing up the schedule and in the actual carrying out thereof.

While the speed of the various ships and the distances to be run are accurately known, circumstances of wind and weather make it impossible to forecast an actual departure and still less an actual arrival hour. For this reason, in preparing a schedule, the time is conservatively set so that in the event of unforeseen delay there will be opportunity of regaining the lost time which otherwise might have to be passed on indefinitely.

Loading Presents Problems

Each ship each voyage requires specially careful distribution of the cargo secured by the freight department, so that the ship may be fully and safely loaded. Commodities liable to damage through taint or liable to damage other cargo through inherent taint themselves are kept separate. The weights are so distributed in the ship as to reduce rolling and pitching to a minimum and on top of this during the winter months on the Atlantic, on account of the Halifax call, in the case of the "Beaver" boats making two or more ports on the other side, and always in the case of the Pacific steamers, the cargo for the various ports has to be loaded in such a way that it can be readily discharged at each port without any double handling and also that there will be space available at the various primary ports to stow the traffic to be lifted there, with equal convenient discharge at destination.

The handling of refrigerator traffic demands great care. There are various commodities requiring different degrees of refrigeration, and even with the same or similar con-

(Continued on next page, col. 1)

ditions, different shippers will specify different temperatures, ranging all the way from 16 degrees or less to 35 to 40 degrees with an average of 38 degrees. Sometimes the tolerance on two shipments is sufficiently liberal that the temperatures will overlap within a degree or two and they can be stowed together, but great care is necessary to keep within the limited range left, often a matter of two degrees.

Naturally as refrigerator traffic is the most profitable cargo we are all anxious to take advantage of the space available and at times part of the ship's own refrigerator store capacity is borrowed to help out when odd lots which on account of temperature requirements cannot be stowed in the vacant space which may be still available in the cargo compartments.

For the last year the Traffic Department have been conducting an educational campaign among shippers of perishable traffic and already excellent results have been achieved and we look for still further progress as time goes on.

Claims Records Are Good

The question of freight and cargo handling naturally involves the matter of claims. The ship's responsibility for the safety of goods entrusted to its care is quite different to that of the railway inasmuch as the latter is a common carrier while the former is not, and it is quite proper and customary to limit the liability of the ship by means of clauses on the bill of lading which clauses are binding except when they conflict with the laws of the country in which the goods were taken on board or those of the country in which they were discharged from the ship.

Practically speaking, any risk which can be covered by insurance is generally regarded as the concern of the shipper or the consignee irrespective of whether he insures or does not do so.

Total loss of packages, pilferage of contents, or damage caused by improper stowage are, of course, matters for which the ship has to pay. It is often necessary to ignore our legal exemption from responsibility on policy grounds to avoid antagonizing shippers or consignees, or to meet competition, where we find our competitors are recognizing certain classes of claims for the above or other reasons of their own.

Our claims record is remarkably good. For the year 1934, on the Atlantic, combining both East and Westbound cargo, the claims paid equal 2.7 cents per ton of cargo carried or .29 per cent. of the freight. On the Pacific the record is even better, the cost per ton carried being 1.3 cents and the percentage of freight being .25 per cent.

I remember years ago, before we established our own agencies in the Far East and our business was handled by outside brokers on a percentage basis, that I was told one day that there was no need to worry providing the claims paid did not exceed five per cent. of the freight. As last year's record showed one-quarter of one per cent. of the freight and there were a number of substantial claims paid and charged in that year which had accrued on previous years' traffic, it is apparent that our record is a good one.

Efficiency in Handling

In 1931, following a lengthy study, it was decided to instal a system of handling cargo at Montreal and St. John, N.B., between the ships and railway cars by means of mechanical equipment as opposed to the then existing hand method. This method of handling package freight safely and economically by means of small four-wheel trucks has already been fully described in story and picture in these columns. The installation cost approximately $150,000 and it was installed on a guarantee from the manufacturers that the cost would be repaid by savings in cost of handling within two years. At the close of the 1932 season of Montreal, or 19 months from the installation of this equipment, the entire cost had been more than repaid to the Company, and since then the improvement has not only been sustained but is actually still increasing. The installation of this equipment has very materially reduced the total of our claims paid both for loss and damage.

The efficient handling of our passenger business is one to which much study and most careful attention has to be given on both the Atlantic and Pacific. The peak traffic is seasonal, and unfortunately a fairly well filled ship in one direction means a slim passenger list in the reverse direction.

In the case of the Atlantic, the peak season westbound is at the end of August. Sufficient crew must be provided to adequately take care of the passenger list on the westbound voyage, but at the same time we have to realize that the peak of work only lasts for seven or eight days, whereas the crew have to be paid and fed for a minimum of 22 or 23 days. The same problem arises on the Trans-Pacific where the heavy movement is eastbound in the early spring, the return trip to the westward being comparatively light, except that in this case we require the peak of service for a period of 17 days out of a total of 37 days from Hong Kong to Hong Kong.

Feeding Crews and Passengers

The supply of provisions and other consumable stores for the passenger department presents a problem in itself, because plans have to be laid so long ahead of the time when the number of passengers to be cared for is definitely known. It is also important to obtain the highest quality at the most reasonable price. In many of the staples this can be determined well in advance, but fruit and vegetables both in cost and quality vary so constantly that it is not an easy matter to determine the course of action at any time. So far as possible, provisions are purchased in Canada and at the present time we are buying in Canada the following percentages of our requirements:

Meats, 82 to 85 per cent.
Fish, 80 per cent.
Coffee, 100 per cent.
Flour, 100 per cent.

For the last world cruise of the "Empress of Britain" the cost of provisions totalled approximately $135,000, or slightly over $1,000 per day. The bulk of these provisions were supplied before leaving New York, very little being bought enroute outside of, when available, fresh vegetables, fresh fish, eggs or a small amount of fruit. Some of the main items of consumption are:

60,000 pounds of beef.
40,000 pounds of lamb, mutton, veal and pork.
25,000 pounds of ham and bacon.
41,000 pounds of fish.
45,000 pounds of poultry.
1,000 brace of game of various sorts.
1,000 pounds of caviare.
50 tons of flour.
17½ tons of sugar.
12 tons of butter.
5,000 pounds of tea.
7,500 pounds of coffee.
100 tons of potatoes.
5,500 pounds of cheese.
150,000 eggs.
2,200 cases of apples, grapefruit, oranges, lemons, etc.

There are 428 employes in the Catering Department. This includes gymnasium instructors, swimming bath attendants, barbers and lady hairdressers, gardener, joiner, elevator attendants, linenkeepers, telephone operators, printers and the laundry staff.

A Quick Turn Round

The "Empress of Britain" was last year scheduled to sail from New York on a West Indies cruise at 10.00 a.m. on the 22nd December last. She met with exceedingly heavy weather across the Atlantic, was further delayed by fog before reaching quarantine and we only got her to the dock at New York at 8.30 a.m. on the day of sailing. Arrangements had been made in advance when it was known the delay was unavoidable. Her incoming passengers, baggage and mails were disembarked. Outgoing passengers, baggage, mails and stores were all on board, the formalities of the Customs, the British Consul, the Immigration Inspection and United States Steamship Inspection Service all complied with and she was all ready to sail at 10.00 a.m. one hour and a half after completing her Trans-Atlantic voyage. She did not as a matter of fact get away until 12.30 p.m., but the delay was due to getting on board an adequate supply of fresh water for the West Indies Cruise.

The consumption of fresh water on the "Empress of Britain" runs from 330 to 375 tons per day, dependent on the number of passengers, and fully 95 per cent. of this is required for domestic purposes, including laundry. The consumption of water by the main engines is very low due to the fact that it is an enclosed system and the same water is used over and over again.

Engine Efficiency Outstanding

On this particular voyage of the "Empress of Britain" she made the best time across the Atlantic from Europe to New York recorded that week, making better time even than the "Europa."

It is worth noting that on the 1934 cruise of the "Empress of Britain" she went all round the world without spending five cents on engine repairs enroute, such slight adjustments as were necessary being carried out by the Engineering Staff on board. This is a rather remarkable record and reflects great credit on the designers, the builders and the ship's staff.

The operating department have to review at least once a year the insurance situation and the valuations to be covered as well as the proportion between all risks and total loss. It is necessary to study that the Company is adequately provided against loss contingencies and at the same time to keep the cost within reasonable limits. Our hull insurance is in some cases below the book value of the ship, sometimes above, and in most cases it is in excess of the sale value. It is not a simple matter to decrease the valuations or to transfer part of the insured line from all risks to total loss only without increasing the rate per cent.

We are, however, amply covered and the Company's policy has always been to deal fairly with our underwriters, and we receive the same consideration from our underwriters in the settlement of claims and the rates we are paying compare most favourably with any other fleet in the world.

As an instance of what is being accomplished by careful supervision and loyal co-operation of the ship's personnel, the "Empress of Russia" and "Empress of Asia," which are now in their 22nd year of service, consumed $106,000 worth less coal than what was used in 1928, with the same quality of coal and no reduction in mileage.

I have not touched on the problems connected with the designing and building of new tonnage or the re-modelling or re-arranging of old tonnage to meet changing conditions, as it would take up too much time to even give a brief and at the same time an intelligible explanation of these problems, but it is worth noting that this Company has led the world in the development and practical application of the single gear reduction turbine and the adoption and practical use of the Johnson boiler which has shown economies and efficiency away beyond anything hitherto known.

WEDDINGS

Hall-Newton—Miss Gertrude B. Newton, of the Communications Department, Toronto, was married to Austin F. Hall during the latter part of October, at St. Cecelia Church, Toronto.

Flarity-Gilbert—At Ryerson United Church, Hamilton, the wedding took place of Mr. N. B. Flarity, Joint Agent for Communications, Passenger and Steamship Departments at St. Catharines, to Miss Vernon Muriel Gilbert, of Hamilton, Ont.

Willimont-Cook—Ronald W. G. Willimont, of the Communications Department, Moose Jaw, was married in August to Miss Mary Cook.

Willis-Munro—On October 7th, at the Minto United Church, Moose Jaw, the marriage was solemnized of Kenneth J. Willis, Operator at Prince Albert, to Miss Evelyn Munro, of Moose Jaw.

O'Leary-Saunders—R. J. O'Leary, of the Press Bureau, Montreal, was married on October 15th at Lindsay, Ont., to Miss Myrtle Saunders, of that city. Mr. O'Leary was presented with a cheque by the staff.

Baridon-Crone—Miss Milna Crone, of the Department of Colonization and Development, Montreal, was married recently to Mr. Lionel R. Baridon, of Montreal. Miss Crone was presented with a silver service by the Staff.

Crook-Whitehead—At St. Thomas Anglican Church, Winnipeg, the marriage was recently solemnized of W. Harry Crook, of the Hotel Department, Winnipeg, and Miss Ivy Florence Whitehead of that city.

Joseph Orr, of the Auditor of Passenger Receipts office, Montreal, and the fourteen trophies captured by his birds in continent-wide competition.

Cups For Canaries Won By Joseph Orr

Birds as Hobby Have Won Him High Awards and National Championship

Joseph Orr, an employe in the Company's auditor of passenger receipts department at Montreal for seven years, is a nationally known canary fancier, owning, as he does, a splendid collection of canaries, including the Norwich bird that won for him this year's Canadian championship at the Toronto and National Cage Bird Show on November 7, 8 and 9.

Mr. Orr, who has been rearing and breeding canaries for about three years as a hobby, exhibits his birds with those of his cousin, Robert Dodds. Together they have won 14 cups in competitions all over Canada in the past three years. They have 99 birds, about 60 of which belong to Mr. Orr.

Mr. Orr has imported several birds, notably last year's champion, and speaks well of the Company's express service, appreciating the care and attention given the birds on trans-Atlantic journeys. Of the several he has imported and the many he has shipped to leading Canadian shows, he has not lost a single one nor has one taken cold, although the slightest draught is enough to ruin a bird.

RETIRED CAPTAIN KEEPS BUSY

From Croydon, England, comes the news that Captain James Turnbull, C.B.E., R.N.R. (retired), former commander of Canadian Pacific ships, is attached in honorary capacity to the Council of Social Service. Captain Turnbull, who is a Freeman of the City of London, reports that social welfare work keeps his time fully occupied.

Fast Freight Trains Better Than Trucks

(Continued from previous page)

rio and Quebec districts, the following changes were made:

Train schedules were arranged with the view to permitting freight to be unloaded and ready for delivery at destination in the morning, instead of merely having trains arrive at destination in the morning. The station operation was rearranged so that staff was available to unload or transfer freight on arrival of trains at practically any hour of the day or night. In effect, L.C.L. freight is now handled at stations as has been the practice at express or perishable freight stations in the past. Freight for transfer connects with the first train leaving the transfer point for destination.

Railway Improves Service

Freight trains were made faster and this, with the rapid handling at freight houses, developed difficulty in getting waybills, freight bills and other office work handled in time to avoid delay. Eventually it was found necessary to send the billing over the Company's telephone between many centres and in other cases the Company's telegraph was used. The freight, in many cases, was at destination hours ahead of passenger trains, so that could not be used, and in any case bills had to be ready immediately trains arrived. They could not be made ready in time to leave with the freight, or would not be in the proper hands early enough if they travelled with the freight. Freight is loaded into cars up to the last minute, and in some cases cars are being sealed as train starts to move. Strict supervision and the loyal co-operation of the employes are two factors of importance in maintaining this service at a high peak of efficiency.

In pursuance of its ideal of fast, efficient service, the railway has, in effect, left the rails and taken to the highway where necessary in order to make required connections. That this service is appreciated by clients has been demonstrated again and again, and is well illustrated by one of these operations, namely, Oshawa to Trenton in Ontario, a distance of 70 miles by rail or 85 miles by road. The combination of rail and road has improved the service to a point where an increase of 83.4 per cent. in tonnage of merchandise billed out was achieved in August, 1935, as compared with August, 1934, and this in spite of the fact that industrial conditions were unchanged.

Clients Appreciate It

Fast service, fast handling, reduced rates and the practical elimination of former packing requirements have produced extremely satisfactory results, not only to the railway but to its clients. This can be well illustrated by the results achieved in the handling of freight between Toronto and Montreal, a distance of 340 miles. In July, 1935, as compared with July, 1934, Toronto billing for Montreal city showed an increase in tonnage of 55 per cent. Shipments increased 63 per cent. and total revenue 32 per cent. During the same period, Montreal billing for Toronto increased 41 per cent., shipments increased 59 per cent. and total revenue 40 per cent.

In the territory between Montreal and Toronto, covering numerous branch lines and through routes, overnight service is maintained between any two towns, with a few exceptions, but does include towns which are the termini of branch lines, such as Kingston, Brockville, Cornwall and Prescott.

That the fast freight service is so organized as to be on a steadily expanding basis, is indicated by the speed and efficiency with which freight originating in Oshawa, Ont., and scheduled for Western Canadian points, is handled. A combination of nicely balanced truck service, train service, well-trained staffs and strict attention to details enables the Company to move this freight 85 miles by road, 336 miles by rail—over three main line subdivisions and through three freight house transfers—in less than 24 hours.

Example of Handling

A shipment leaves Oshawa freight shed by truck at 5.00 p.m., arrives at Trenton at 9.00 p.m. and is loaded into a car on a siding near the lead of the switching yard. This car leaves for Smiths Falls, a distance of 103 miles, at 10.55 p.m., and arrives at that point at 2.15 a.m. The car is placed at the transfer shed not later than 2.30 a.m., the goods are moved to a car for North Bay transfer and leave Smiths Falls at 3.30 a.m., arriving at North Bay at 1.45 p.m. The goods are again transferred at North Bay into cars carded direct to the principal distributing centres in Western Canada, and leave North Bay at 4.15 p.m. The cars into which the goods are loaded at North Bay receive their original consignments at Montreal—one car each for Sudbury, Fort William and Port Arthur, Winnipeg, Winnipeg Transfer, Regina, Saskatoon, Calgary, Edmonton and Vancouver. A telegram is sent from Montreal to North Bay each evening giving the space available in these through cars, and North Bay makes arrangements to protect if there is not space in the through cars from Montreal, for the freight received in the Smiths Falls and other cars. Freight from Ottawa and other points is also worked into North Bay, giving to these smaller centres the same through service as is provided from Montreal or Toronto.

In many other instances similar arrangements have been made, using methods followed by express companies, but handling in freight trains, which, in many cases, haul full tonnage for the engine. This handling on freight trains permits of giving the same despatch to carload freight.

Studies of fast freight handling are being continued and it is fair to assume that developments in the future will provide freight shippers throughout Canada with a rail service marked by a steadily increasing speed in handling and delivery. That shippers appreciate the fast service as it exists at present is well demonstrated by the foregoing illustrations, and indications encourage the belief that they will rapidly take advantage of further changes as they can be put into effect.

As an indication of the change, at freight transfers, it has been found necessary to operate some transfers entirely at night. At Smiths Falls and McAdam there is but one man on hand in freight shed at each station during the day hours and there is a large staff during the night. The late evening and early morning staffs overlap at midnight, providing the maximum staff at midnight, when the peak load of work has to be handled.

Company employes can feel that, in the matter of service, the Company is pre-eminent and can solicit the patronage of the shipping public with assurance.

Veterans Retire To Pension List

Retirements under the Company's pension regulations since the publication of the last list total 24 and are as follows:

Name	Last Employed	Period of Service
Pryce, C.,	cashier and accountant, Hong Kong	27
Sauve, G.,	machinist, Angus Shops	28
Boon, G. H.,	clerk in Superintendent's Office, Kenora	25
Hamilton, J. R.,	conductor, Carleton Place	46
Leacy, C. T.,	section foreman, Kentville, N.S. (DAR)	27
Stagg, E.,	locomotive engineer, Edmonton division	30
Couture, E.,	chargeman, Mont Laurier	24
Plante, J. A.,	yardman, Place Viger	28
Rumsey, W.,	night yardmaster, Kenora	43
Tailfer, J.,	car inspector, North Bay	27
Tupper, E. A.,	night platform inspector, Toronto (SD&PC)	27
Chase, O. L.,	locomotive engineer, Brownville Jct.	33
Baggott, G.,	yardman, Glen Yard, Montreal	29
Amy, H. A.,	division master mechanic, Woodstock division	27
Bolger, J. H.,	section foreman, Benton, N.B.	34
Stanley, S.,	carman, Place Viger	25
Swan, G. P.,	agent and operator, Brookport, Que.	47
Bates, F. E.,	car inspector, Broadview	34
Luscott, W.,	waiter (SD&PC), Winnipeg	24
McNulty, T. J.,	yard foreman, Lethbridge Mines	27
Tharby, J. R.,	sectionman, Norwood, Ont.	22
Mathieson, R.,	conductor, London division	32
Moir, G. T.,	agent, Cranbrook, B.C.	37
Taylor, D. O.,	leverman, Farnham, Que.	22

Winnipeg Social Club Has Successful Evening

Under favorable auspices the Canadian Pacific Social Club at Winnipeg opened its season October 12 with a successful function in the crystal ballroom of the Royal Alexandra Hotel. Prizes for whist, bridge and "500" counted toward the aggregate score for the first half of the season. Mrs. Jessie Kirk presented the prizes, and committee heads were: L. McMahon, whist; W. Wilkinson, "500"; P. J. Sivertson, bridge; Mrs. F. Bellis, prizes; S. G. Miller and J. Maitland, dancing.

OBITUARY

Don H. Bark—The cause of agriculture and irrigation in Alberta lost a champion and the Company a loyal and efficient officer in the death, late in September, of Don H. Bark, superintendent of the Company's irrigation projects in the Lethbridge district. Mr. Bark succumbed to injuries received in an automobile accident near Great Falls, Montana. He is survived by Mrs. Bark, a married daughter, Mrs. Demans of Brooks, and his son, Don, Jr. His parents still reside at Hinckley, Illinois.

John Manson, veteran worker in the Weston shops, died at Winnipeg in September in his 78th year. Born in Ireland, Mr. Manson came to Canada 60 years ago and upon his retirement had completed 50 years' service. He was a member of the Loyal Orange Order. A widow and four daughters survive.

Robert Stewart, 66, retired conductor, died suddenly in Winnipeg in September. Mr. Stewart, who formerly resided at Fort William, had served 40 years with the Company. He was born at Wingham, Ontario. He is survived by his widow, one daughter and two sons.

William M. McCreedy, popular member of the Winnipeg engineering office, died suddenly on Kildonan golf course in the Manitoba capital, victim of a heart attack. Mr. McCreedy, who had been connected with the Canadian Pacific since 1910, was playing in one of several competitive matches being held by the Winnipeg Canadian Pacific Golf Club when he succumbed.

William Henry Flynn, 65-year-old retired Canadian Pacific Railway foreman, died at Medicine Hat, October 6, less than a week after the death of his son, Archibald E. Flynn, Company engineer, who succumbed after an operation in Medicine Hat General Hospital September 26. His death was hastened by the shock of his son's passing, and followed an operation three weeks before. Mr. Flynn, Sr., came to Medicine Hat with his family in 1903. He leaves a widow, one son, two step-sons and one step-daughter, all in Medicine Hat. A. E. ("Archie") Flynn entered the service in 1906 and for the last 20 years had been a locomotive engineer.

John Winnington, for 25 years a machinist with the Company at Winnipeg, who retired four years ago, died in the Winnipeg General Hospital, October 19, in his 77th year. He was a native of Belfast, Ireland, and came to Winnipeg in 1906. He is survived by his wife, two sons, William and John, at home, and four daughters, Mrs. C. Sharpe, Vancouver; Mrs. C. Robinson, Mrs. C. Stenson and Mrs. J. Laubenstein, Winnipeg.

John Edward Johnson, Winnipeg, known to his associates in the Canadian Pacific Railway as "old Bill," an endearing appellation because of his unique personal qualities, died at his home, September 24, in his 79th year. He came to Winnipeg in 1906 and shortly after entered the service of the Company in the freight sheds department. His wife predeceased him in 1929. He leaves three daughters and two sons, all of Winnipeg.

Robert Eccles—In the death of Robert ("Bob") Eccles, Tranquille, B.C., who operated for many years as a fireman out of Revelstoke, the Company loses another of its great war veterans. "Bob" came to Canada 30 years ago and for the last 27 years, except for the period of the war, when he journeyed to England at his own expense to enlist in the Imperial Army, served the Company. The Canadian Legion took charge of the funeral which took place at Kamloops.

James Hayward, an old-time employee as "B. and B. man" in the Maintenance of Way department of the Company, from which he was superannuated in 1925, died at his home in Medicine Hat, October 2, thereby severing another link with early railway history in the West. He came to the Company in 1883 when the main line was under construction, and came west to Moose Jaw in 1892. He had been stationed at Canmore, Calgary, and in 1907 at Medicine Hat. He leaves a wife, one son and two daughters, all of Medicine Hat.

James Findlay Mundle—Many friends attended the funeral of James Findlay Mundle, pioneer Canadian railroader who was buried from the home of his son-in-law, H. R. Swenerton, 649 Grosvenor Avenue, Westmount, P.Q., on November 6, interment being made at Mount Royal Cemetery. Mr. Mundle's railway career started with the Ottawa and St. Lawrence Railway Company, later absorbed by the Canadian Pacific. His service was continuous from 1882 until his retirement in 1929 when he was city freight agent at Montreal. His widow survived him only about a week. Other mourners were a brother, J. A. Mundle, of Prescott, Ont., and a daughter, Mrs. H. R. Swenerton.

Thomas Spears McLaughlin, British Columbia coast veteran who died on October 24, was born in Halifax and went West with his father, the late J. N. McLaughlin, pioneer Victoria educationalist, joining the old Canadian Pacific Navigation Company in 1895 as night clerk on the "Charmer." He was purser from 1914 to 1930 on Vancouver runs of the "Princess Adelaide" and her sister ships.

James Pettigrew, retired marine engineer of the British Columbia Coast Service, devoted almost a lifetime to the service until death removed him on October 24 when he was nearing his 73rd birthday from the little group of Victoria veterans. Coming to Canada from Scotland, he joined the old Canadian Pacific Navigation Company in 1891. His active service ended on the "Princess Louise" in 1930 when he was superannuated.

Old Timer Recalls One Historic Winnipeg Day

Edward Toombs, of Naramata, B.C., in a note of reminiscence to the Winnipeg Free Press this fall, wrote as an old-time railroader recalling his arrival in Winnipeg on September 27, fifty-eight years ago. "It was a great day in that city," he said. "That was the date that the late Lord and Lady Dufferin drove in on the first engine." He started railroading 72 years ago in England.

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