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WORLD'S GREATEST TRAVEL SYSTEM

CANADIAN PACIFIC STAFF BULLETIN

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

NUMBER 20 — WINDSOR STATION — MONTREAL — SEPTEMBER 1ST, 1937

Fourth House Party Tour of Britain Most Popular Yet

Employes and Pensioners From All Canada Totalling 106 Saw King and Queen

The 106 members of the fourth Canadian Pacific House Party to the British Isles, the most popular to date, are back home after a 23-day trip that included such unusual features as driving through the new Mersey Tunnel, examining Britain's newest locomotive, and seeing the King and Queen.

Arriving at Greenock, the 106 employes, pensioners and dependents disembarked from the "Duchess of Richmond" and left in four luxury buses for a visit to Loch Lomond, the Trossachs, Stirling and Edinburgh where they stayed for two nights. After visiting Holyrood Palace, the Castle, and seeing the most interesting sights of Edinburgh, they went to Chester via the English Lake District. A change in route permitted them to travel through the Mersey Tunnel which was opened by His Majesty King George V.

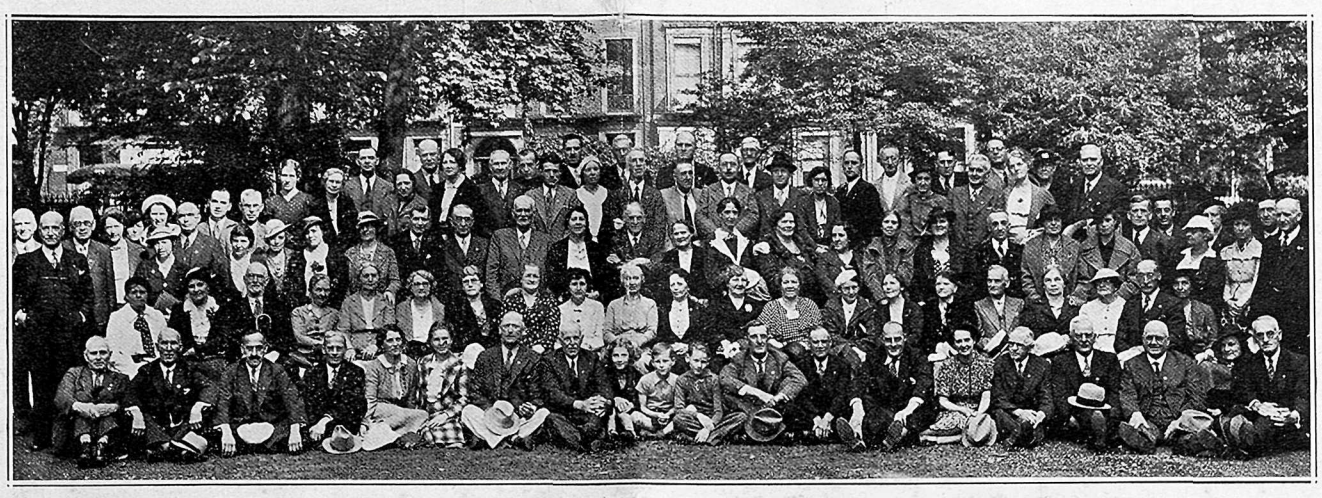
London Sight-Seeing Tours

In London they spent some time on sight-seeing tours of the city and the West End, including visits to the Tower, St. Pauls, the Guildhall and St. Stephens, Westminster. Some of the members of the party saw the King and Queen drive to the opening of the London Fire Brigade Headquarters, while a number of pensioners and engineers visited Kings Cross Station and saw the London North Eastern Railway's streamlined train "Coronation" powered by the "Dominion of Canada" locomotive, complete with Canadian Pacific whistle. Several members of the party were greatly sought after by the London press correspondents.

Thomas Robson, of the steamship passenger traffic department, Montreal, conducted the ocean part of the tour, while J. Emslie, of the European passenger manager's department, assisted by A. E. J. Grinyer, of the publicity department, London, had charge of the land tour.

Coast to Coast Representation

Members of the party were: Mr. and Mrs. William John Andrews, Minnedosa, Man.; Mr. and Mrs. E. A. Bradley, Winnipeg; Miss Agnes Bartlett, Brandon, Man.; Adam Nichol Beattie, "Empress of Japan"; Mr. and Mrs. Allan Birkett, Winnipeg; Mr. and Mrs. Harry Blackburn, Toronto; Mr. and Mrs. C. J. R. Boulton, Vancouver; Mr. and Mrs. John Boutell, Vancouver; Miss Dorothy Bradbury, Montreal; Mrs. Eva Bromwich, Schreiber; Mr. and Mrs. W. S. Buchanan, Toronto; Mrs. Isabel Campbell, Toronto; R. J. Clarke, Foxboro, Ont.; Mr. and Mrs. John Coates, Toronto; W. L. Crawford, Vancouver; Mr. and Mrs. F. A. Cross and daughter, Brandon; E. B. Denechaud, Mission City, B.C.; James J. Dolan, Montreal; Mrs. Elizabeth Douglas, Winnipeg; Mrs. Maud Dryer, Vancouver; George Early and Miss Lois Eileen Early, Montreal; Mrs. Edith Edwards, Vancouver; A. B. Elkins, Medicine Hat, Alta.; R. E. Evans, Winnipeg; Mrs. Gertrude Mary Field, Vancouver; Miss Jane Garrett, Montreal; Miss Mary Girdwood, Sudbury; Mr. and Mrs. Arthur Goulden, Toronto; Mr. and Mrs. Robert Graham, Toronto; Mr. and Mrs. H. A. Griffin, Verdun, Que.; W. J. Harris, Farnham, Que.; J. W. Jenkins, New Westminster, B.C.; Mr. and Mrs. J. D. G. Jewitt, South Slocan, B.C.; Miss Ruth Miller Kay, Edmonton; Mr. and Mrs. William Kirsopp, Winnipeg; Mr. and Mrs. Harold Knight, Verdun, Que.; Mrs. Adelaide Elizabeth Lillie, Regina; Mr. and Mrs. H. W. Look, Revelstoke, B.C.; Mr. and Mrs. J. P. Lyons, Sault Ste. Marie; John McCallum, Winnipeg; J. P. McKay, Livingstone, B.C.; Thomas McLaughlin, Calgary; Miss Catherine Evelyn McNaughton, Vancouver; Miss M. A. V. McWhorter, Toronto; Theophilus Michell, Vancouver; Thomas Moffat, Owen Sound, Ont.; George Moulding, Moose Jaw, Sask.; Michael Muir, Medicine Hat, Alta.; Mrs. Margaret Madden Murray, Toronto; Mrs. Lillie Norwich, Toronto; Mr. and Mrs. James W. Nuttall, Verdun, Que.; Miss Alma O'Connor, Sault Ste. Marie; Miss Mabel Louisa Palmer, Toronto; Adam Nickle Patterson, Fort William; Rueben Leslie Plato, Montreal; Miss Margaret A. Rae, Moose Jaw, Sask.; Mr. and Mrs. Alfred Reid, Fort William, Ont.; Mrs. Margaret Rose Medicine Hat, Alta.; Mrs. Mary Milton Ross, Vancouver; Neil Ross, Schreiber, Ont.; R. G. Sissons, Montreal; E. E. Stewart, Smiths Falls, Ont.; Mrs. Harriet Ethel Stibbard, Winnipeg; Mr. and Mrs. Lewis Stockwell, Sutherland, Sask.; Mr. and Mrs. A. A. Swift and Miss Beryl Eileen Swift, Penticton, B.C.; Ernest Thomason and Miss Grace Evelyn Thomason, Toronto; Mr. and Mrs. A. C. Tomkins, Myrnam, Alta.; Mr. and Mrs. Christopher Thistlewood, Toronto; Mrs. Mercy Elizabeth Tuckek, Montreal; Miss Anna Goldie Walker, Smiths Falls, Ont.; Miss Greta Eileen Walker, Montreal; R. H. Watts, Elm Creek, Man.; William Westington, Schreiber, Ont.; Mr. and Mrs. D. M. Wilkinson, Winnipeg; Miss Dorothy Williams, Halifax, N.S.; and Mrs. Catherine E. Wise, Vancouver.



1937 House Party in the Grounds of Russell Square

Treads Own Bridge On Beaverburn

Captain Phillips Made a Quick Turn Around to Sail in First Command

Capt. Phillips

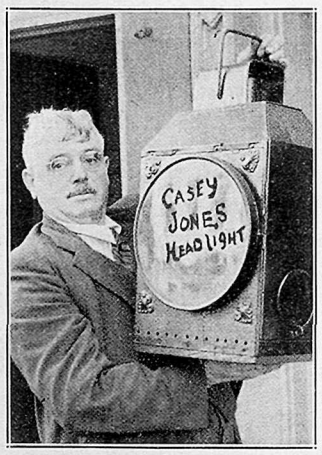
Almost a quarter of a century of Canadian Pacific service was climaxed on July 29 when Captain A. S. Phillips, former Staff-Captain of the flagship "Empress of Britain" took over his first command, the cargo liner "Beaverburn".

That morning he had landed at Quebec from the "Britain" and a speedy train trip to Montreal put Captain Phillips into his master's quarters for the first time. He sailed his 10,000-ton vessel the following morning for London.

Capt. Phillips joined the Canadian Pacific in 1913 as fourth officer of the "Montfort" and was promoted to third officer the following year. The next four years 1914-18 saw him in war service and later after duty on the "Corsican" he became second officer of the "Monmouth". His next post was as First Officer on the "Montroyal". When the "Duchess of Bedford" sailed on her maiden trip in 1928, Phillips was First Officer and in the following years he moved to that position aboard the "Empress of France" and the "Montclare". After being chief officer on the latter he became staff captain of the "Empress of Australia" and in 1935 took over the post of Staff Captain on the flagship, serving there under Captain R. N. Stuart, V.C., and Captain G. R. Parry, now in command.

At 47, Captain Phillips is one of the youngest commanders in Canadian Pacific service.

Souvenir of Early Days



William Allan, Canadian Pacific old-timer, B.C., points with pride to the high polish on his pet souvenir of the road, a "Casey Jones" headlight. This particular lamp has no recorded history, but some of its mates are still serving on a few of the engines of the '70's and '80's, among them the "Countess of Dufferin," C.P.R. engine No. 1 in Sir William Whyte park, opposite the company's station at Winnipeg.

The Iron Horse Speaks Out

How U.S. Railroads Are Winning Friends For Their Lines and Increasing Opportunity and Security for Railway Workers

Reproduced from a Pamphlet Published by the Association of American Railroads.

JUST a few years ago, people everywhere were saying that the Iron Horse was on the way out; that he would soon join the stage coach and the canal boat; that the newer forms of transportation could do a better job of hauling America's commerce.

While it wasn't true, as all railroaders well know, that sort of talk was current Public Opinion, and it was hurting the railway industry. Public confidence in the railways was at a low ebb, our business was falling off, our locomotives and cars were idle, and our fellow-employes were being furloughed because there was no work for them to do. The Iron Horse was taking a licking.

Campaign to Remake Opinion

And then something happened! *Realizing that it isn't what an industry is, or even seems to be, that counts with the public, but what the public* **thinks** an industry is that counts, the individual railroads, the army of one million railway employes, and the Association of American Railroads joined hands in a campaign to remake public thinking about the railway industry. A railway public relations campaign was planned and launched and the Iron Horse began to tell its story of courage, resourcefulness, progress and achievement.

His "voice" was the monthly insertion of page and double-page advertisements in national magazines going into the homes of nearly every family in the land; the distribution of supplemental advertising literature and other material by the individual railroads; the delivery of speeches by competent railroad spokesman and last, but by no means least, the "word-of-mouth" advertising of the million railroad employes in their daily contacts with the railways' customers and their own friends, neighbors and people with whom they do business.

First Objective Reached

So effectively has the Iron Horse used his new "voice" that the first objective has been reached within the comparatively short period of one year. Public opinion about the railways has undergone an "about face." America is again rail conscious—proud of the railways and the great job they are doing—and more freight and passenger business is being offered to us to handle. Best of all, during the past twelve months, more than 100,000 employes have been restored to railroad payrolls.

The railways' public relations campaign is continuing. It will be conducted along essentially the same lines as during the past year. The goal is to build, on the foundation of confidence and respect in the public mind, a willingness to give the railroads an even break in rates, regulation and legislation; to let them work out their own problems in a business way, and meet competition on a basis fair to all.

Wants Square Deal

The Iron Horse is not asking for any special advantages or extra privileges. All he wants is an even break—a square deal. And again, as in the past, the success he has in getting that even break will depend upon the intelligent and enthusiastic co-operation of the individual railway employes—you and me, and all the rest of those who earn their living by working on the railroad.

The term "public relations" is not, in itself, a mysterious combination of words capable of producing miracles. In the words of one railroader, "public relations is, at bottom, nothing less than an organized effort to present to the world at large the facts about the railroads, not only through the officially recognized channels of advertising and publicity, but through the even more effective and important channel of word of mouth contact of the individual railroad workers."

Public Contacts Are Public Relations

Broadly speaking, the railroads' public relations is the sum total of all the contacts by everyone who works for a railroad with every member of the public. Every such contact leaves its impress, good or bad, and does its part to shape public opinion of railroads and railroad affairs. The million railway employes, therefore, with their millions of contacts with the public and their influence as citizens in their own communities, are really the very foundation of the public relations programme. It's up to us!

And there is a very vital reason why every railway employe should make the securing and retaining of the good-will of the public a part of his daily job. The railroads, as we all know, get the money to pay our wages from the transportation of freight and passengers. The number of employes needed to do the work varies in accordance with the business we have to handle. And anything which increases the cost of railway transportation without improving it means less business for us—and fewer employes. Economical, efficient operation means more business and more employment. That's why it is important that we see that the railroads get a square deal in the matter of rates, regulation and legislation.

Learn Company History

Familiarize yourself with the history and the problems of the industry for which you work — the American railways — and take advantage of every opportunity that comes your way to make a speech presenting our story to the public. There are literally thousands of organizations which require the services of speakers — civic clubs, *luncheon clubs, business clubs and* the like—and they will be glad to have you come and talk to them. You don't have to be an orator to do this—you don't have to have a college degree. Just learn the facts and tell our story and you will help to create a sympathetic understanding for the railways that is impossible to get otherwise.

And last, but not least, in every contact with our customers — the shippers and the passengers — let them know by your friendliness and your consideration that they are welcome and that you are proud to have them use our services. Our customers not only pay our wages, but their good-will is our most valuable asset.

These are the ways by which you can make the public relations campaign successful. And the co-operation you give will have great bearing upon the future prosperity of the American railroads and the security of your job as a railroad employe.

For years the Iron Horse was silent. Now he is beginning to talk in earnest. In your own interest and for your own future happiness, help to give emphasis to what he says. After all, remember, **you** are the railroad. If the Iron Horse wins—you win, too!

Promotion Announced For A. L. Rawlinson

New Assistant European Passenger Manager Started With Allan Line

A. L. Rawlinson

A. L. Rawlinson, hitherto General Passenger Agent of the Canadian Pacific in London has been appointed Assistant European Passenger Manager of the company with headquarters at Trafalgar Square, London. Mr. Rawlinson was born in Wallasey, Cheshire, of which town his father was Mayor. He joined the Allan Line in 1912 and when this company was taken over by the Canadian Pacific was transferred to the latter company and subsequently took charge of the port office in connection with sailings of Passenger ships from the port of London. In 1921 Mr. Rawlinson was made Antwerp Passenger Agent for the Canadian Pacific and in 1926 he had the honor of receiving a decoration from the King of Roumania, being appointed an Officer of the Order of the Crown of Roumania for services in connection with emigration from Continental Europe.

Has Important Role In French Metropolis

General Agent A. V. Clark Heads British Community as C. of C. President

A. V. Clark, General Agent, Paris, as a leading member of the British community there, takes an important share in the social and public activities of his community. One of his principal interests is the British Chamber of Commerce of which he has been a member since 1924. This is the largest and most important Chamber of its kind in foreign countries, and has been in existence for 62 years. Mr. Clark was Vice-President in 1934-35, and President in 1936-37.

Entertained Premier

In this important and influential association A. V. Clark has met and entertained many prominent personages including M. Leon Blum, Prime Minister of France in 1937, H. B. M. Ambassador Sir Eric Phipps, H.B.M. Ambassador Sir George Russell Clerk, and the late Sir Austen Chamberlain, K.G., while the social and community service field of the British Chamber of Commerce in Paris is wide and far-reaching.

Mr. Clark is also a member of the Hertford British Hospital Committee in Paris, and a member of the Paris British Schools Committee, an organization established 105 years ago. He is Vice-Chairman of the English Church Council, Maisons-Lafitte, which is an important suburb of Paris, and his Masonic responsibilities are important. He is president of the Central Masonic Benevolent Fund for France and the French Colonies, and Representative of the Grand Lodge of Canada and Grand Lodge of Alberta, also Treasurer of the Grand Lodge, Paris.

Paris General Agent Entertained Notables

Reception of the late Sir Austen Chamberlain, K.G. and H.B.M. Ambassador Sir George Russell Clerk at the annual banquet of the British Chamber of Commerce, Paris, in January, 1937. A. V. Clark is second from right-hand side of picture; his daughter is the central woman figure immediately on the left of Sir Austen Chamberlain.

Suggestion Bureau System Appreciated By Correspondents

Letters Express Understanding of Many Problems Facing Bureau

Many expressions of appreciation are contained in acknowledgements received by the Employes' Suggestion Bureau from employes who submitted suggestions to the Bureau. Following are excerpts from recent letters:

"In bringing this matter to your attention I fully appreciated that there might be practical difficulties in the way of adopting such a suggestion. The investigation on the subject which has been made makes it very clear that the difficulties of carrying out this proposal are such that its adoption by the company would not be warranted. No doubt, however, it may be considered that some benefit has been derived in having a matter of this kind looked into so that the facts may be on record, and I appreciate very much the careful attention which your Bureau has given to my communication."

"Permit me to express my sincere appreciation for the kindly way in which your Bureau deals with the suggestions submitted by employes.

"I feel sure that the changes developed from my suggestion will be beneficial to all concerned, resulting, not only in increased prestige of company and employes, but also in a strengthening of the bond of co-operation already existing."

"I am very pleased to thank you and the Committee for the encouragement given to employes proving their interest in the Suggestion Bureau and the company's welfare, by submitting any idea which might help to success.

"Assuring you of my entire co-operation with your office."

All suggestions are acknowledged promptly and subsequently employes are informed of the result of the consideration given to their suggestions. All communications are treated as confidential and employes' names are not disclosed without their express permission.

Suggestions should be addressed to:—

GEO. HODGE,
Employes' Suggestion Bureau,
Canadian Pacific Railway Company,
Montreal, Quebec.

Hat Employes Enjoy Picnic

Canadian Pacific employes of the Medicine Hat division held their picnic at Brooks, Alberta's provincial horticultural station, 600 strong on August 28, going by special train and accompanied by their own band. Company employes west of Brooks also attended. For their pleasure the Brooks Board of Trade supplied free use of the local golf course, tennis courts and swimming pool. A programme of sports was held in the afternoon.

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Address all communications to
J. HARRY SMITH, *Manager, Press Bureau*
Room 327 Windsor Station Montreal

Promotions Follow Froude Retirement

Chief Engineer Froude Honored by Colleagues at Vancouver Luncheon

W. H. Froude

Ship and shoreside colleagues of Walter Harold Froude, chief engineer of the "Empress of Canada," honored him at a complimentary luncheon aboard the big white ship at Vancouver, August 6, when Capt. E. Aikman, R.N.R., general superintendent of steamships, on behalf of sea-going and shore staffs, presented the veteran with an engraved cigarette box, a clock and other presents on the occasion of his retirement under the Company's pension rules.

Introduced by R. Robert Liddell, Superintendent Engineer, Mr. Froude was visibly touched as he rose to thank his colleagues for their expressions of esteem. Capt. Aikman later introduced Assistant Chief Engineer James Brodie Dean, of the "Empress of Canada," who acts for Mr. Froude until Mr. Froude's permanent successor, David Grant Robertson Smith, now chief engineer of the "Empress of Russia," is able to take over. Also introduced was David Cowper, for the past four years assistant chief engineer of the "Empress of Japan," who was "standing by" in Victoria to relieve David Smith of his position in the "Empress of Russia," August 19.

Thirty-three Years' Service

Mr. Froude's service, Capt. Aikman recounted, reached back to 1904 when he joined the "Monteagle," of the then Pacific fleet. He rose through successive posts in the "Tartar," "Empress of China" and was made chief engineer in the "Monteagle" in 1912. In May, 1913, he was transferred temporarily in that rank to the then brand new "Empress of Asia." Mr. Froude's rank was made permanent in the "Empress of Asia" in 1923. He held the same position in the "Empress of Australia" when that Atlantic liner was relieving in the Pacific fleet. He went to Scotland in 1929 when the "Empress of Canada" was re-engined, joined her in Glasgow and sailed back in her to the Pacific, remaining as her chief ever since.

David Smith

David Smith, succeeding Mr. Froude aboard the "Empress of Canada," joined the Canadian Pacific fleet in 1903 as tenth engineer in the old "Empress of Japan" until 1910, when he joined the "Empress of India" as third. In 1913 he rejoined the "Empress of Japan" as second, became chief engineer in the "Monteagle" in 1916, and the "Japan" in 1919. He went into the "Empress of Australia" as chief in 1922 and took the ship back to the Atlantic in 1926, returning to Vancouver to act as superintendent engineer during the winter of 1926-27. He became chief in the "Empress of Russia" in June, 1927, remaining there until his recent promotion.

Served Deepsea and Coastwise

David Cowper

David Cowper, new chief engineer of the "Empress of Russia," got an early training in his native Glasgow, and joined the Canadian Pacific Great Lakes steamer, "Lake Manitoba" in 1906. He is closely linked with British Columbia waters by early service with the British Columbia Coast Steamship service. He joined the "Princess Sophia" at the builders in Greenock in 1912, and sailed with her around the Horn to Victoria. He was afterwards third engineer in the "Princess Charlotte," second in the "Charlotte" and "Alice," and returned to the "Princess Sophia" in 1913 a few months before he left the coast fleet to return to deep water in the "Empress of Asia."

Mr. Cowper was with the "Empress of Asia" as Engineer-Lieutenant during the war, and became chief engineer in the "Methven" in 1919. He turned to the "Empress of Asia" in 1922 and in 1930 went to Scotland to join the "Empress of Japan" at her launching and remained in her as senior second and later assistant chief engineer until his recent promotion to the chief engineer's berth in the "Empress of Russia."

Acting chief of the "Empress of Canada" J. B. Dean had extensive service with the old Allan line on the Atlantic from 1905 until 1921 when he joined the "Empress of Canada" at the builders. He knows the engines of the big ship intimately, having seen them installed, and has remained in the ship since those days of Clyde construction, lately as senior second and assistant chief engineer. With the Allan line from 1905 to 1921, ships of the Atlantic service in which he served included the "Virginian," "Corsician" and "Alsatian."

Thoughtful Train Crew Earned Lasting Friendship

Thoughtful consideration as shown by the freight train crew mentioned in a letter to the Ottawa Journal from P. S. Boyd, of Chesterville, Ont., earns friends for the company.

"Yesterday, August 10, an incident occurred which, for those who noticed it, was more impressive than any seen for a long time. A score or more of cars were in the funeral procession of the late Edward Gillard, of Chesterville, en route from the church to Maple Ridge cemetery, about three miles west of Chesterville.

"The procession had reached, and part of it had crossed, what is known locally as the 'Upper Crossing,' when an eastbound C.P.R. freight, with Engine No. 3728, came along at the normal rate of speed for a freight train. Because we had had previous similar experiences in funeral processions, all the occupants of our car expressed the usual regrets that the procession would be intercepted. But we were to be most impressively surprised! The train quickly slowed down and came to a dead stop some distance west of the crossing, and so remained for the few moments required to permit the remainder of the procession to cross in safety and with no undue alarm.

"We know not who was responsible for this unusual act of courtesy and respect, but we do know, and are delighted to say, that it did not go unnoticed. In these days, when hurry and general forgetfulness of others seem to predominate the activities of the world and its component individuals, it is with almost unspeakable joy and satisfaction that we witness an act of such deliberate courtesy and thoughtfulness. We are sure that we voice the feelings of every friend and mourner in that funeral procession when we say that such meritorious action should not go unrewarded, be the reward what it may.

"And so, our friend on C.P.R. No. 3728, we are passing this letter on for publication wherever it may be acceptable, and to you, we pass on our expression of gratefulness, respect and pride for your kindly act. 'So shines a good deed in a naughty world'."

The train was staffed by Engineer A. Derbyshire, fireman T. M. Kelly, conductor W. J. Morris and brakemen W. Stewart and G. Giffin. To them—our congratulations.

Victorians Mourn Old Ship

All that remains today of the former pride of the company's B.C. Coast Steamship service—the steamer "Princess Patricia," is a smouldering heap of ashes at Victoria, B.C. British Columbia's capital made a ceremonial of the passing of the grand old turbiner when Rotarians and other service club members gathered to watch the flames shoot upwards.

Built in 1902 on the Clyde, with a sister ship, the "King Edward," the "Princess Patricia," originally called the "Queen Alexandra," was the world's second turbine steamer. She was burned to the water line in 1911 but was restored, and sailed out around the Horn to Victoria in 1912 to become the speediest and handsomest member of the company's coast fleet in those earlier days. She was well known on the Nanaimo-Vancouver run at the height of her glory, but later was relegated to excursion runs and finally to the boneyard.

Kenora Shopmen's Picnic At Lake of the Woods

Eighty-four employes of Kenora Shops enjoyed a picnic at Smugglers' Cove, Lake of the Woods, July 31, under the leadership of Art Baynham, president, and Bill Myles, secretary of the Canadian Pacific Shopmen's Club.

A feature of the day was the presentation of a smoking set to Engineer Tom Ward, who retired July 1. James Douglas made the presentation. Other speakers were Hon. Peter Heenan, Minister of Lands and Forests for Ontario, who spoke of his years as a colleague of the retired engineer, and Hugh McKinnon, M.P. They were replied to by Arthur Pentland, master mechanic.

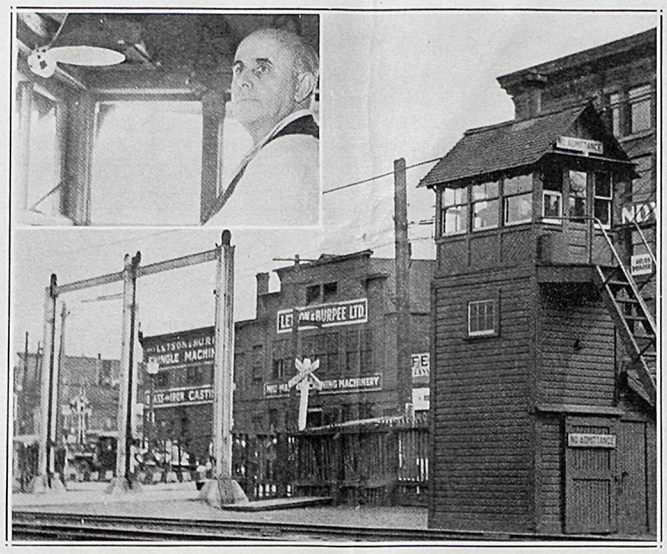
Horse-shoe pitching was the sports feature of the day and the medal was retained by K. Macaskell, long time winner. Observers prophesy that the medal will adorn another breast next year following the accidental pitching of two shoes into the lake by the champion.

In order to keep a continuous musical programme the orchestra members ate their sandwiches in relays.

Presentation Marks Transfer

I. G. Trudel, for the past 15 years chief storekeeper for the Company's British Columbia Coast Steamships at Victoria, B.C., was honored by his colleagues in the British Columbia capital in July on his transfer to Winnipeg.

As a token of esteem Mr. Trudel was presented with a wrist watch, the gift of his fellow-workers. Capt. R. W. McMurray, manager of the B.C. Coast steamship service, made the presentation. Before going to Victoria in 1922, Mr. Trudel served the Company at Vancouver, Winnipeg, Fort William and Moose Jaw.



G. S. Johnstone, signalman at the company's tricky Columbia Ave. gate tower in Vancouver, is shown at the nerve-centre which controls seven gates through which pour pedestrians, automobiles and trucks on their ceaseless errands along the waterfront. This switchboard handles the seven gates while bells and other signals advise of the arrival and departure of trains against which gates must be closed. Below is a view of the Columbia Ave. tower in Vancouver, controlling seven gates to docks and warehouses along the waterfront. Here is Mr. Johnstone, with his colleagues Robert Halliday and Alfred E. Burchall who maintain eight-hour shifts of vigilance to "protect people from themselves."

"Loneliest" Man in Vancouver Sees World From Tower "Prison"

G. S. Johnstone Says Women and Children Gateman's Greatest Hazards

Perched twenty-five feet in the air above one of Vancouver's trickiest series of level crossings, George Sims Johnstone, signalman at Columbia avenue crossing, has unique opportunities to study human nature.

His tower "prison" is a grandstand seat at the passing parade and the control board in front of him controls seven gates through which pour automobiles, trucks, wagons and foot passengers. These gates, if you will believe a veteran of 21 years are designed to "protect people from themselves."

Pedestrians Worst

"Foot passengers give us the most trouble," he said, "and of pedestrians the women and children are the worst. It's something like marine life, I guess, this business of women and children first; at any rate, they try to be first through, over or under the gates."

Truck drivers, with whom motorists are inclined to saddle a reputation for surly single-purposed driving, regardless of the other fellow, are thereby much maligned, the genial signalman stoutly maintains.

"Truck drivers depend on safe driving to keep their jobs. We find it's the fellow in his own car—or one maybe borrowed from a trusting friend, who does the haywire driving" says Mr. Johnstone. "The same goes for taxi drivers."

But pedestrians! They are the bane of the gateman's life.

Gates raised and lowered by Mr. Johnstone, and his two colleagues at the Columbia avenue crossing, bar driveways from Vancouver's busy waterfront streets to the docks of the Union Steamship company which operates coastal ferries to many parts of British Columbia; to the docks and warehouses of the huge Evans, Coleman & Evans company; to the slips of the North and West Vancouver ferries which carry passengers and goods to and fro across the Inlet from Vancouver to North Vancouver and West Vancouver, and to the docks of the Canadian National Railways, at the foot of Main street.

Seven Gates to Lower

There are seven gates, electrically controlled from a tower switchboard presided over from eight a.m. to four p.m. by George Sims Johnstone; from four p.m. to midnight by the Scot, Robert Halliday, and from midnight to eight a.m. by Alfred Edward Burchall.

Sometimes, however, the job is by no means as simple as standing in the many-windowed tower and pushing buttons, listening to bell signals. Sometimes fog throws a well-nigh impenetrable mantle over the waterfront and the signalman must climb down from his aerie to flag the crossings with the help of sectionmen.

Busiest hours are from seven to 11 a.m. when the "Mountaineer" Trains 3 and 7, and the Kettle Valley train, No. 11, come in from the east and when No. 2 departs for the east, and again in the evening from six to 8.30, a period which sees the departure of the "Mountaineer," Trains 4 and 8, and the Kettle Valley, No. 12. No. 2, which rolls in at 10.30 p.m. finds a comparative breathing spell.

This is not to hint, however, that other periods in the day are listless and draggy. Switch engines—there are usually at least four of them in the offing, chung up and down, in their endless tasks, and the gates lower and raise regularly.

Morning, Evening Rush Hours

Rush hours come in the morning when the Union boats dock in squads—Monday morning when the week-enders return from up-coast points is a high pressure period—and again at night when the crowds surge to North and West Vancouver ferries, and to departing Union boats. From seven to nine a.m. is naturally a busy time at the ferry crossings.

"I guess we are the most discussed and 'cussed' men in Vancouver" Signalman Johnstone says. "I know when I'm coming to work just before eight every morning I pass ferry passengers whom I see every day, and they'll hardly look at me or speak to me. They don't like to be held up and we get the blame for it."

There is a subway leading from Cordova street to the ferry dock designed for pedestrians, but the ferry passengers would rather walk across the tracks than under them, hence the gates must rise and fall like the tides, and just as inexorably.

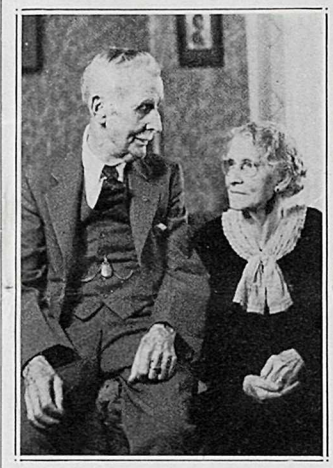
Life in the Raw

"You see a lot of life, here" he continued, "even if you can't get out and share it. You get to know the steady patrons, the old timers, and you can spot a stranger every time. He'll come along, hesitate, see the sign directing him to the subway leading to the ferries, start down the subway, and then he'll see the crowds pushing across the roadway over the tracks. Then he'll back up, figuring he's on the wrong track, and sooner or later he'll be up on the level again crossing with the crowd. That's life, I guess."

Mr. Johnstone was at the Columbia avenue crossing tower when it was installed in 1914, worked there until late in 1915 and then he enlisted with the 72nd Seaforth Highlanders, C.E.F., and didn't return until 1919. He has been in the tower ever since his return from overseas. Cooped up in the tower for a straight eight hours daily, he naturally needs some recreation and he finds it in the 72nd Seaforth's Association, and is still with the battalion on a militia basis as a quarter-master sergeant. Like Johnstone, Robert Halliday and Alfred E. Burchall are returned soldiers. Halliday served with the Imperial forces with which he was a reservist at the outbreak of war, while Burchall found his billet with the 7th Battalion, C.E.F.

To them the tower is home, and just as snug as any dugout they were able to find in France during the late big war.

"And so far" says Signalman Johnstone, crossing his fingers cannily, "we haven't had an accident."



Celebrate Diamond Wedding

Mr. and Mrs. McDonald, Vancouver, on the occasion of their diamond wedding anniversary.

McDonalds Honored At Diamond Wedding

Former Locomotive Foreman at Cartier, 'Hat, Moose Jaw, Saskatoon, Regina

Surrounded by three generations of their kin and friends from all parts of the west, Mr. and Mrs. A. S. McDonald observed the Diamond Jubilee anniversary of their wedding in Dundee, Scotland, 60 years ago, at the home of their son, J. T. McDonald, in Vancouver, July 21.

Mr. McDonald, a real veteran of the Company's motive power department, came to Canada 54 years ago and joined the Company's mechanical department at Hochelaga, Que., in 1883, being sent to North Bay where he served as a fitter for two years. He then went to Cartier for seven years as locomotive foreman; later to Medicine Hat as shop foreman; was four years in Moose Jaw in a like capacity; was locomotive foreman at Saskatoon for four years, and completed 35 years of service at Regina in 1918 when he was retired on superannuation.

Had Varied Experience

His service bridged the difficult construction period in the Company's history, and the octogenarian recalls many interesting stories.

When he went to North Bay in the early days, George (later Sir George) Bury was superintendent; at Cartier he worked under master mechanic G. B. Elliott and general superintendent C. W. Spencer, while at Medicine Hat his chief-master mechanic was Sam Phipps, still hale and hearty in retirement at Vancouver at the great age of 92 years, and at Moose Jaw his master mechanic was R. A. Pyne, now superintendent of motive power for western lines at Winnipeg.

Lending special interest to the diamond wedding jubilee of the McDonalds at Vancouver was the presence of Mrs. David Inches, widow of another veteran locomotive foreman in the Company's ranks. Bridesmaid at their wedding 60 years ago, she re-enacted the role with the bride and groom of 1877.

Members of the Rebekah lodge remembered the aged couple with flowers, and a three-tiered wedding cake, decorated in silver and gold and topped with the ornament used on the occasion of their golden wedding ten years ago, centred the tea table which was graced with silver bows and mauve sweet peas.

Assisting in the serving of the guests were Miss Bella McDonald, a daughter from Santa Monica, Calif., Miss Dorothy McDonald, Mrs. Roy Thompson, Mrs. J. R. McDonald, and Miss Vera Leith.

F. J. Reynolds proposed a toast to the couple and Mrs. George Bessler sang two solos.

With Musical Honors

At home and abroad the family of Arthur Grinke, leading hand in the tender shop at Weston, Winnipeg, is winning distinction. The achievement of two of Mr. Grinke's daughters, Dorothy and Laura, both under 11, in winning Manitoba Musical Festival honors with 86 marks in the elementary piano duet class against 22 competitors this year brought other members of the family into the Grinke picture and publicity.

Their brother, Frederick Grinke, violinist, won a scholarship for study at the Royal Academy of Music in London. He has played at many notable chamber music concerts in London and with Sir Henry Wood at Queen's Hall. Frederick, now featured regularly on the network of the British Broadcasting Corporation, was recently appointed leader of the Boyd Neel orchestra, which is the first English orchestra to play at Salsburg.

Their older sister, Irene, won honors of a different kind when she proved to track authorities at the British Empire Games in London, Ont., a couple of years ago that she was a coming sprint star. Miss Grinke took both the 60 metre and 100 yard events in the face of unusually difficult opposition, winning by inches.

Death Called First Officer of "Empress of Asia"

The death of Arthur Merton Barff, 37-year-old first officer of the "Empress of Asia" occurred in the North Vancouver General Hospital Wednesday, August 11. He lived at 918 Twentieth street, West Vancouver, for the last eight years, and has been in Canada and British Columbia 12 years.

He was born in Eastbourne, England. Surviving him are his wife, in West Vancouver; mother and father, Captain A. D. Barff, O.B.E., R.N., in England; and two brothers, Stafford and Reginald, also in England.

Silver Tray for Benedict

On the occasion of his marriage to Miss Betty Jones of New Westminster, David Aitken, clerk in the wharf freight office at Pier D, Vancouver, was surprised after office hours August 6th when colleagues presented him with a silver tray.

The presentation was made by A. M. Innes, wharf freight agent, on behalf of the staffs.

Pleasant Surprise for Veteran

Twenty-six years around Pier D, the company's coastwise wharf in Vancouver, ended August 5th for W. J. Devlin, a foreman, who retired under the company's superannuation rules.

Employes of the wharf freight office at Pier D took the occasion to surprise the veteran foreman with a purse of money to which members of the staff contributed generously.

Presentation was made on behalf of the staff by A. M. Innes, wharf freight agent.

Revelstoke Clerks Encourage Scouting

Take Troops on Hike to Rogers Pass and Scene of "Last Spike"

Two members of the superintendent's office staff at Revelstoke are contributing valuable work to the Boy Scouts' Association, playing a leading part in the manly activities of the world-wide organization started by Lord Baden-Powell.

Frank Burton, who came to Revelstoke in 1925 after four years with the Lancashire and Yorkshire Railway, organized the first Revelstoke Scout troop in connection with the parish hall added to St. Peter's Anglican Church in 1931. He was assisted by T. L. Rimmer, then with the Company in Revelstoke, but who since has become a Church of England clergyman with a parish at Squamish, B.C.

Mr. Burton had enjoyed five years' scouting experience in England and tackled his Revelstoke recruiting with experience and enthusiasm, with the result that the troop grew so rapidly he was forced to secure an assistant.

Form Second Troop

He readily found a staunch ally in Ivor Batten, another employe in the superintendent's office, who became assistant scoutmaster. In 1932, Mr. Batten was given a troop of his own, mostly United Church boys. Together the two Revelstoke men have been doing much to promote scouting, and last summer they took their troops to a camp on the site of the old Glacier House, historical landmark in the Rockies, and hiked up into Rogers Pass. In the fall, the troops paid a visit to Craigellachie, where the Last Spike was driven in the Canadian Pacific line November 7, 1885, and had council with Tom Austin, section foreman there, who is instructor of the Lone Scouts of the district and who has eight boys under his wing in that remote outpost.

The Revelstoke men are supported ably in their activities by Sid Elliott, chief clerk in the superintendent's office, who is chairman of St. Peter's Troop.

Mountain Scout Leaders

Frank Burton and Ivor Batten, members of the Superintendent's office staff, Revelstoke, who are doing much for the Boy Scout movement in the headquarters of the Mountain division. Mr. Burton organized the St. Peter's Troop there in 1931, and, in 1932, Mr. Batten took over a United Church troop of his own.

Wedding Bells Ring Out For Harry B. McIntyre

Harry B. McIntyre

Wedding bells rang at the Gartshore chapel of St. George's United Church, Toronto, August 7, for Harry B. McIntyre, former secretary to William Baird, steamship passenger traffic manager, and of late years steamship travelling passenger agent at Vancouver.

Mr. McIntyre, who is well known in Montreal as he is in Vancouver, was married to Miss Margaret C. Keith, elder daughter of Mrs. A. Keith, of Toronto. The bride, a graduate of the University of Toronto, was given away by Dr. H. M. Keith, of Montreal, and attended by her sister, Christina. An uncle of the bride, Rev. Robert Haddow, D.D., performed the ceremony.

New Antwerp Office Has Good Location

Show Window on Main Artery Attracts Travellers in Increasing Numbers

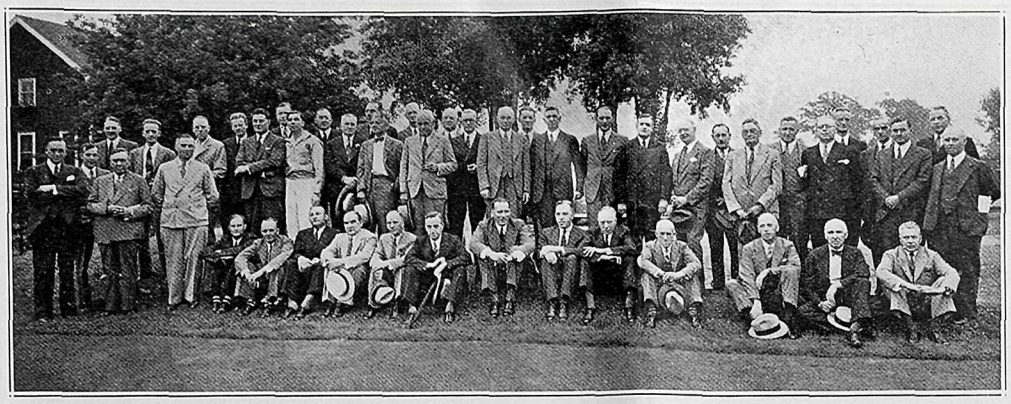
After an occupancy of nearly 30 years of the offices situated at 25 Quay Jordaens, Antwerp, along the River Scheldt front, practically opposite the steamship loading berth, the Company offices have been moved to a more appropriate site, commensurate with present day requirements of passenger travel.

Quay Jordaens offered little opportunity for booking passenger traffic and at the expiry of the lease, offices were rented at Meir 42, the main artery of Antwerp. The passenger department occupies the main frontage with a spacious show window, which is already showing satisfactory results, while the management, freight and accounts departments occupy the back portion of the premises, with all departments located on the ground floor. The show window, which was originally designed for display purposes, is spacious and framed in black and vermilion in the modern manner. Interior of the office is well lighted, and the good natural and artificial lighting scheme is enhanced by light toned decorations throughout. A gold combed plaster dado to a height of seven feet is embellished with inset motifs illustrative of Canada's industries, farming, lumbering, fishing, and mining. Frieze and ceilings are of cream textured plaster. Screen and counter with fittings are of oak.

The Antwerp organization, where passenger, freight and forwarding, steamships and express business is transacted, is in charge of S. S. Snellgrove, general agent, H. V. Gard, passenger agent, F. M. Peeraerts, chief assistant to general agent, A. Vermeyen, chief clerk, freight and forwarding, R. Van Raemdonck, accountant. The total staff numbers nearly forty.

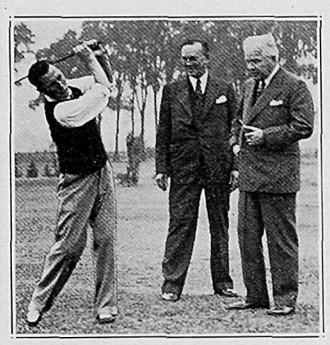
New Antwerp Office

Photographed from the counter at which travellers are served, the main office houses passenger, management, freight and accounting departments, the latter three of which are shown above.



Officials Visited Wentworth Golf Club

Nearly fifty officers and senior officials paid a visit to the 18-hole golf course of the Canadian Pacific Recreation Club of Montreal at Sortin last month. After inspecting the course, the group, of which the Chairman and President was a member, was entertained at a cold buffet by the officers of the golf section.



Sir Edward Beatty, accompanied by Club President "Teddy" Moore, watching an exhibition of driving at the first tee.

Wentworth Golfers Hosts to President

Sir Edward Beatty and Officers Pleased With Recreation Club Course

Playing hosts at a buffet supper that followed an inspection of the 18-hole golf course constructed by Canadian Pacific employes, the President and Committee of the Wentworth Golf Club entertained Sir Edward Beatty, Chairman and President of the company and senior officer at the Sortin club house, August fourth.

Some seventy guests accepted the invitation of Club President E. Moore, insurance commissioner of the Canadian Pacific and his officers, many of them celebrating the occasion by playing the course. Demonstrations, despite a downpour of rain that failed to mar the proceedings, were given at several tees, notably the first and ninth, the latter a mashie or midiron shot that calls for a lift over the stately elm trees that shade the club house.

Club Captain D. W. Johnston, called upon to demonstrate his prowess, provided some amusement. Dressed as he left his office with spikeless shoes, the skipper teed up carefully, waggled his iron in approved style and—sliced a daisy cutter for a total length of twenty-five yards. To save the day and halve his record the next shot was a beauty that soared over the trees to land dead on the pin.

Sir Edward, accompanied by Mr. Moore, looked over the second nine holes, many of which have been cut out of woodland, and expressed admiration for the work which has been accomplished.

Helps Prisoners Out

G. R. Purcell, of the Liverpool staff, is on the committee of the Liverpool and Area Discharged Prisoners' Aid Society, an organization doing valuable work for social welfare. This Society has the certification of H.M. Secretary of State for the Home Department, and its importance is recognized throughout Great Britain.

Ship Commander Writes Paper On English Railway Signals

New Semi Automatic Color Light System at Waterloo Station Described

By CAPT. A. R. MEIKLE, R.D., R.N.R.
Commanding R.M.S. Montrose.

Capt. A. R. Meikle

Last winter, whilst on leave, by courtesy of the officials of the English Southern Railway, I had the privilege of inspecting the new color light, semi-automatic installation of signals between Waterloo, the London Terminus, and Hampton Court Junction, a distance of approximately 15 miles of this railway's main line, and also of being shown over the new all electric signal cabin (Tower), which has been constructed at Waterloo.

This new installation which comprises the complete track circuiting of all lines, in some cases 8 tracks abreast, the removal of A, B and C Signal Cabins at Waterloo and the substitution of color light signals in place of semaphores, has cost approximately £500,000, and is the most modern and up-to-date in the world.

Prior to the installation of the color light signals, this stretch of line, which is one of the busiest in the world, was worked on the manual, Sykes Lock and Block system, with the usual home and distant type of semaphore, operating in the left hand lower quadrant.

Sweeping Change

At Waterloo was the famous A Cabin, one of the largest manually worked plants in the country, which had 472 levers and was manned by 18 signalmen and six signal lads, in three shifts. B and C Cabins, also manually worked, were the advance splitting points for inbound traffic, and employed another twelve signalmen and three boys. These cabins with 18 other cabins, only three of which at Clapham Junction, were power worked, controlled the traffic between Waterloo and Hampton Court Junction.

With the present system, 8 of these signal cabins have been done away with and the track capacity of the line increased by about 30%.

The layout of the tracks, which are used by both electric and steam trains, had to be considerably modified and a fly-over bridge built at Wimbledon to re-arrange the order of their approach to the terminus. All this, in addition to the track-circuiting of all tracks and part of the branch lines was done without interfering with the normal traffic of the road, and the complete change-over to the new signal cabin and semi-automatic working was made on October 18th, 1936. This day being a Sunday when traffic was light, gave the staff a better chance to accustom itself to the new conditions, tho' for several weeks previously the signal inspectors and signalmen selected for the new cabin had been assiduously practiced in the operation of the plant.

Increases Efficiency

The whole of the platform tracks at Waterloo Terminus, of which there are 21, were also made available for the use of electric trains, and, roughly, the present system allows for three separate sections of trains to be operated. Platforms 1 to 6 accommodate the main line electric suburban trains which serve the south western districts; 7 to 14 accommodate the main line steam trains, but may be used for electric, and 15 to 21 accommodate the "Windsor" line electric trains which serve the western suburban area and also a few steam trains which still run to Reading.

The old A Cabin has been entirely removed and with it the huge gantry of semaphore signals which were such a feature of this station. In its place situated on the North side of the tracks and in a position to command a view of the layout generally, has been built a trim two-storied cabin constructed of white stone with windows all round the upper storey and a bow window in the centre facing the tracks.

In the upper storey are the interlocking machines, in three banks which correspond to the arrangements made for handling the traffic in the station, as mentioned previously. The lower storey houses all the relays which operate the points and signals, etc. These, by the way, being of the alternating current type. Also in the lower storey is a small workshop for the maintenance crew, linesmen, etc, of which there are always two on duty.

The three banks of levers, which are of the miniature manual type, are so arranged round the inner part of the cabin that a clear view is obtained by all the operators. Immediately above the banks are the track diagrams and train and route indicating apparatus, within easy reach of the signalmen. The "East" Bank controls all the electric train movements in and out of platforms 1 to 6. The "Centre" bank controls all the steam movements in and out of platforms 7 to 14 and also all shunting movements and light engine switching movements necessary for the making up of trains etc. The "West" bank controls the electric and steam train movements in and out of platforms 15 to 21, which is locally known as the "Windsor" line.

The track diagrams are of a comparatively novel type in English railway practice, being painted black with the tracks shown in strong relief in white, and each section provided with two small red lamps to show train occupancy. The platform tracks are similarly indicated as occupied by red lights. The indication that a train is due to start is given by the platform inspector, who plunges a button at the platform gate and this lights a small white light on the diagram which is automatically extinguished when the train leaves the platform section.

Alongside the track diagrams are the train and route describers both for inbound and outbound trains. These are of the magazine type and each train through the track circuit automatically is cancelled on the instrument as it is received or cleared from the second section out.

Splitting Point

There are four outward and four inward tracks as far West as the station at Vauxhall, which is the first "splitting point," and the track diagrams indicate to the first cabin out, viz. locomotive junction cabin, where all trains are reported inbound by the train describers and all outbound trains are re-routed and described to cabins further out as necessary.

Above the levers of each bank are indicating lights which show the actual indication of the signal which they control and in the case of switch levers, an N or an R in a white light shows the position of the switch. In addition to the color lights over the signal levers is a small indicating light which, when the route set up is clear of any opposing movement, shows the letter F, for free, in white.

Though the arrangements are to a great extent, as I have indicated, for the purpose of communication between the signalmen at each bank of levers, there are loud speakers which have a very quiet tone and this enables each operator to either ask for or give permission for any movements which might foul the track already set up. Approach locking and route locking are of course provided by the machine through the track circuit, and as the layout has been very carefully planned very little delay is experienced.

As regards the operation of the cabin, there is one foreman or controller in charge, who has a table near the bow window and at his hand is a complete selector telephone exchange, whereby he may communicate with any of the block posts between Waterloo and Hampton Court Junction and also with the motor or enginemen at certain points on the route. The "shift" consists of: 1 Foreman, 4 Signalmen, and 2 Signal lads who act as recorders for all trains and keep the train register.

As regards the outdoor signals, these are of the two, three, and four aspect color light type. The starting signals are two aspect only, yellow and green with an indicator showing the route which is to be taken, thus:— M.T. in lunar white lights for Main Through road, or M.L. similarly indicated for Main Local; on the Windsor side these are shown as W.T. and W.L.

Operated by Trains

The inner home signals are three aspect showing red for stop, yellow for caution if the platform is partially occupied, and green if the whole platform road is clear. The number of the platform is shown in lunar white numerals immediately above these signal lights.

On the open track four aspect signals, operated purely automatically, are provided. Red is the usual stop indication; one yellow—proceed with caution expecting to find next signal at danger, two yellow are proceed, expecting to find two blocks clear ahead, and green—proceed, three or more blocks are clear ahead. These signals are operated by the trains themselves through the track circuit and the occupancy of the track. At interlocking only the three aspect type is used.

Route indicating to motor and enginemen is accomplished by means of rows of white lights (of the lunar type) above the signal in rear of the splitting point. Thus: No other indication but the color light means train keeps main line, a row of lights to the right in the upper quadrant indicates a turn out to the right, and one in the left upper quadrant a turn out to the left. A double turn out to the left or right is indicated by a horizontal row either to right or left, and in the unusual case of a further turn out the indication would be in the lower quadrant.

This arrangement has simplified the erection of the dolls and signal bridges considerably and the indications are quite visible at 3,000 yards in the brightest sunshine, special concentration and shading being employed.

Ground signals for movements over switches not signalled otherwise and on sidings, etc., are white painted discs with red bands on them, which show horizontal when the points are normal and at an angle of 45 degrees when reversed or the way is clear for the movement. These signals are not lit, but are floodlighted from ground lights at night and in foggy weather.

Revolutionizes System

The color light signal system has revolutionized the old system of detonators for fog signalling as the lights are quite powerful enough to be seen in plenty of time by the engineman in fog, as their trains would only be running at slow speed under these conditions. Most of the old mechanical interlocking plants have been modified and are now electro-mechanical, i.e. the signals are worked electrically by the old manual levers suitably shortened and the points, as before, manually. The block instruments on this stretch of line have been completely done away with and their places taken by the track diagrams and train indicators, though in some cases, for convenience sake, the bell codes have been retained.

At Hampton Court Junction Signal Cabin, where the present color light system ends, the Sykes Locks and Block instruments again come into use and the ordinary manually operated semaphore signal resumes control.

Annunciator bells have not been considered necessary as the train indicator instruments are fitted with "buzzers" and the track diagrams are on a large scale and very clear.

The whole system was installed by the Southern Railway under the supervision of their Chief Signal Engineer.

Police Rudely Invade Rod Riders Banquet

Police broke up a box car banquet of no mean proportions at Moose Jaw this summer. Half a dozen guests scrambled to the safety of darkness when the law arrived, but the host, a well-known rod-rider, was caught with three bottles of vintage wine, a number of empties and the other remnants of a feast. He went to jail for trespassing.

Many Attended Dinner Marking Thorn Transfer

Presentation of Matched Golf Clubs Was Pleasant Feature

Guest of honor at a farewell dinner in Montreal, A. C. Thorn, who recently moved to Toronto from Montreal following a promotion within the ranks of the Canadian Pacific Express Company, was presented with a matched set of golf clubs by friends and fellow associates of the express fraternity. Mr. Thorn, former general agent at Montreal, was promoted at the first of the month to the post of general superintendent with headquarters at Toronto.

In the presence of about 60 friends of Mr. Thorn, C. J. Driscoll, new general agent, Montreal, acted as chairman and introduced the chief speakers, T. E. McDonnell, president of the Canadian Pacific Express Company; G. E. Bellerose, general manager, Canadian National Railway Express Department; J. E. Coulter, general manager of Canadian Pacific Express, Toronto, who made the presentation; A. H. Cadieux, of the Canadian Pacific Investigation Department; J. R. Martin, manager of Canadian Pacific Express Foreign Department, Montreal; and E. D. Riley, superintendent, Atlantic Division, Montreal. Mr. Thorn replied, expressing his thanks for the honor paid him during the evening as well as the many kindnesses and the co-operation that had been shown him in Montreal.

The programme also included singing by G. R. Jones, assistant to the general manager in Toronto, and Frank Hipkin, financial agent in the local office.

C. W. Stokes Re-elected Head of Travel Club

At the first annual general meeting of the Globe Circle held in London recently, C. W. Stokes, publicity agent for the company, was re-elected chairman. The Globe Circle is a luncheon club of travel advertising representatives.

Son of Sudbury Employe Played an Heroic Role

Twelve-year-old Billy Howe, son of Bob Howe, company pipe-fitter at Sudbury, Ont., was the cool-headed hero of a courageous rescue during a storm on Lake Ramsay on August 11. The youngster paddled into the face of a gale that had overturned another canoe and effected the rescue of Bill Orange and companion.

Waves running high had upset the first canoe, leaving the two men struggling in 30 feet of water far out from the shore. Billy Howe was returning to the boat house in his own canoe when his attention was called to the accident. Accompanied only by his dog Dinah, the youngster fearlessly turned his canoe out into the lake and paddled to the spot where two weakening men were hanging to their overturned craft. Somehow he got them aboard and paddled over to Idylwylde Golf and Country Club property where he waited out the blow.

Presented Gladstone Bag

Presentation of a Gladstone bag by his associates marked the departure of Wilfrid H. Shoemaker, assistant rates representative, freight department, Ontario district, to join the Abitibi Power and Paper Co., Ltd., Toronto, in Toronto, August 14. The presentation was made by D. McColl, district freight agent.

Mr. Shoemaker joined the company in 1929 as a clerk in the passenger department, Toronto. In 1935 he became secretary to Aitken Walker, G.F.A.

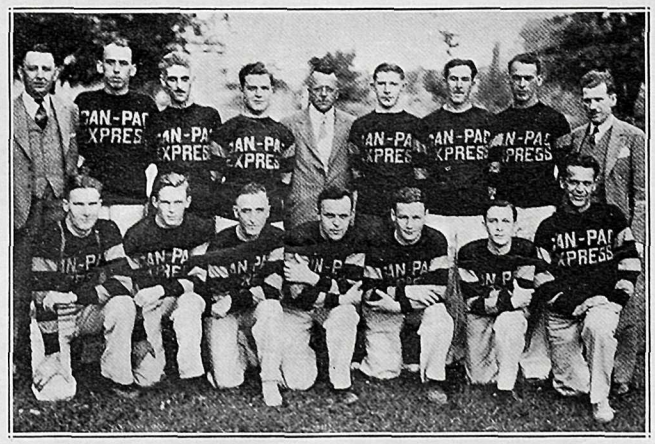
"Old Soldier Sahib"

H. H. Borthwick, in Dundee, Scotland, for the Company, is Honorary Secretary, Wormit and District Ex-Servicemen's association, which position he has held for the past four years. He is also on the council of the Scotscraig Golf Club.

Canadian Club President

T. W. Thorne, General Agent, Bristol, is President of the Canadian Club of Bristol which has its share in the social and community service of that city.

Softballers Employ Express Tactics in League



Canadian Pacific Express Softball team that is carrying all before it in the Toronto Industrial Softball League this season. Front row, from left to right, Lorn Dysart, Don Allan, Frank Cronin, Art Mercer, Art Barnes, Al Ingle and John Manko. Back row, left to right, Tom Routliffe, Ted Simmonds, Vic Lee, Walter Warrinner, Roy Jones, Alex Low, Jack MacMillan, Art Simmonds and Harvey E. Butcher.

Capt. William Seaman Saw Kootenays Grow

Served on B.C. Interior Lakes For 31 Years; On Great Lakes, Too

Capt. W. Seaman

The ranks of veteran steamboat men on the Kootenay and Arrow Lakes in British Columbia are becoming thinner year by year and the death this summer of Capt. William Seaman removed a figure known for 31 years on the interior lakes.

Of that period, he served for 25 years under the Canadian Pacific house flag though his service stretched back to earlier days of the Columbia & Kootenay Steam Navigation Company.

Of Sailor Stock

Of a searfaring family, he started his career in 1868, with his stepfather, serving his time on the Georgian Bay before coming West. He earned his ticket as captain of a freight boat on the Great Lakes.

He came to British Columbia's inland lakes in 1891, and sailed as mate on the steamer "Nelson," under Capt. D. C. McMorris, and served thereafter in such steamers as the "Idaho," the "Midge" and the "Surprise," until 1897 when he entered Canadian Pacific employ.

He was the first captain on the steamer "Slocan" on Slocan Lake, and it was the fastest in the B.C. interior at that time. He was placed in charge of the Kuskanook when it was completed in 1906, remaining in her until 1913, when he became skipper of a new queen of the interior lakes, the Nasookin, which he captained until his retirement.

Like other old timer sailors in the interior, the late Capt. Seaman saw the Kootenay country, born of the mining boom, settled and prosperous within a comparatively brief period. Nelson in 1891 was only a corner of the present site and where the fine modern paved streets are today then was bush. Mail and merchandise came to town mostly by pack horses, but soon the steamers took their place, later to be superseded by the railway.

P. & D. Speed Appreciated

If you were a professor due to conduct a survey in the mountains and couldn't take all your equipment with you but wanted it in a hurry, what would you do?

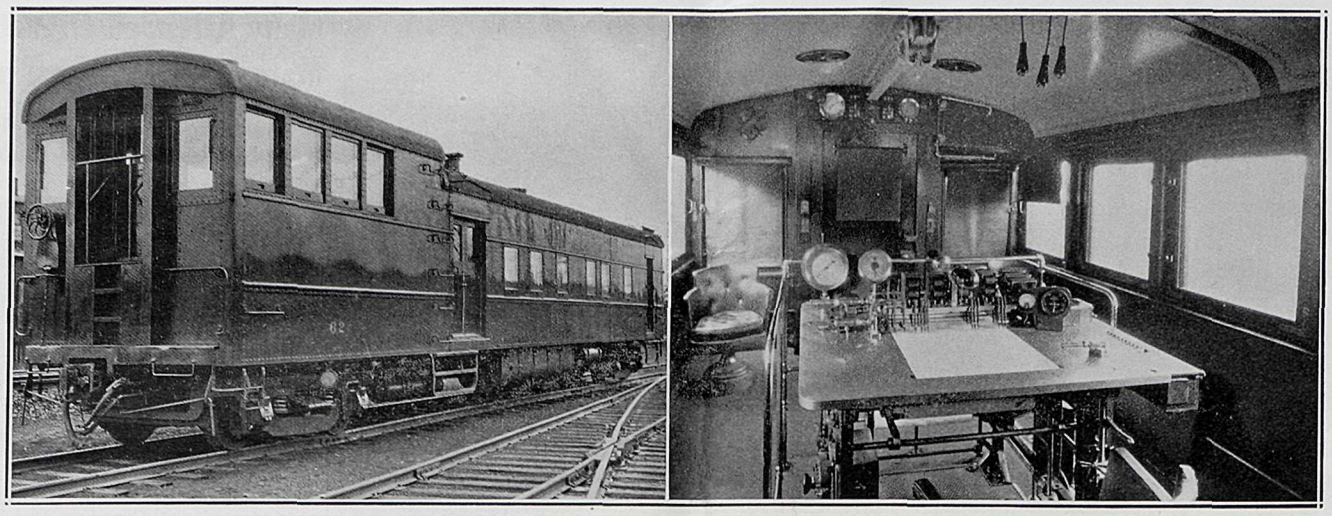
The answer is simple according to records of the General Superintendent of Transportation. Use the Pick-up and Delivery Freight Service.

Last month a Montreal professor enquired of Leslie Fleming, chief clerk, transportation, whether a L.C.L. shipment of wire stakes and gasoline engine would reach Nelson, B.C., in time for use in the expedition which was proceeding west by car. He received the necessary assurance. The shipment left Place Viger in a Winnipeg car the night of the sixth, was transferred immediately at Winnipeg to a car for Nelson, arrived at destination the morning of the 14th, and beat the expedition!

Sequel to the story was a letter of thanks to Mr. Fleming. Which just goes to show that faster time, coupled with reliable handling and information, will bring business back to the railways.

Performs Valuable Services

A. J. Fyfe, Chief Clerk, Glasgow office, is a Justice of the Peace for the County of Renfrew; a member of the Fifth District Council of Renfrewshire; a member of the Renfrewshire Boy Scout Council, and Hon. Vice-President of the Inverkip and Wemyss Bay Unionist Association (West Renfrewshire) of which association he was Chairman for five consecutive years. Sir Hugh Shaw Stewart, Bart., K.C.B. of Ardgowan, is Hon. President, and Lord Inverclyde is also an Hon. Vice-President of this Association. The Member of Parliament for West Renfrewshire is H. J. Scrymgeour Wedderburn, Under-Secretary of State for Scotland, and Scotland's Hereditary Standard Bearer.



Exterior and Interior Views of Company-built Dynamometer Car

To many who have seen this car as it travels up and down the line, these pictures will convey a new conception of one phase of the company's activities. Left, the car itself; right, a view of the interior, which shows many of the instruments and complicated devices with which the mechanical engineering department makes its important researches.

Former Ship's Surgeon Filling New Post

Dr. R. E. Patchett, surgeon aboard the "Empress of Asia" and later the "Empress of Canada," of the Company's Pacific fleet, left Vancouver August 7 for Telegraph Creek, in British Columbia's remote northland to take over a new position as medical officer for the Indian department in that area.

The new post marked quite a change for the English physician who formerly plied the high seas, as his duties in the north will be accomplished almost exclusively by airplane as a means of transport over a vast area of Indian and white population.

Dr. Patchett was forced to give up his post as surgeon on the "Empress of Canada" more than a year ago through ill health, but is now greatly improved.

Retires to Chicken Farm

Retiring on pension recently, W. H. Symington, train baggageman of Brandon, Man., completed forty years continuous service with the company. On his retirement, members of the brotherhood of railway trainmen presented him with a gift and address.

Born in Simcoe county, Ontario, he came to Brandon in 1897, where he joined the company service as brakeman, which employment continued happily until July 1st, last.

Mr. Symington, whose hobby is raising poultry, has been for many years a regular exhibitor at the Manitoba summer and winter fairs and he has won many prizes with his birds.

Hat Trick for Signalman

C. P. Maxwell

C. P. Maxwell performed "the hat trick" at Wolfe's Cove Beach, Quebec City, July 25, when he saved the life of an unknown bather who got into difficulties beyond his depth. Mr. Maxwell, who is a signal maintainer for the company, went out and caught the hapless bather. Then, forming a chain with other bathers, he brought him to safety.

On two other occasions swimmers have owed their lives to quick-thinking Mr. Maxwell so his third qualifies him for the cricketers' "hat trick."

Calgary in Second Place

Canadian Pacific golfers, in their race for leadership of the Calgary Commercial Golf League, overcame a tough obstacle, July 21, when they defeated Eaton's in a match play over Calgary's Inglewood course. The strong play of the Canadian Pacific team allowed them to coast home with a 6-3 win over the Eaton representatives.

This victory places the company team in second place with the Imperial Oil, Hudson's Bay and Wheat Pool tied in third.

G. W. Evans, cashier, Canadian Pacific, Hamburg office, is Hon. Secretary of the British Friendly Society at Hamburg.

Tell-Tale Dynamometer Car Records Locomotive Efficiency

Canadian Pacific Built Unit Leaves Company's Motive Power No Chance to Loaf on Job

By A. E. MIMMS

Assistant Engineer, Office of Chief of Motive Power and Rolling Stock.

A. E. Mimms

When about to start on the job of creating a new locomotive, the man or group of men responsible for its creation must have clearly in their minds exactly what they want the new engine to do, how many tons it will pull under certain conditions at given speeds and what will be its operating cost in fuel and the other necessities that give it life.

All that being decided, the locomotive is designed on the drawing boards of engineers, its various parts are built and one fine day it rolls out of the shops under its own power a living, moving unit ready to take up its share of the country's transportation work. Then comes the question just what will it do and how will it do it, and here is where the dynamometer car comes in to supply the perfect answer. Attached to a moving locomotive, its intricate and delicate machinery turns out a series of records of exactly what the engine will do and thus enables that engine to be utilized to the highest possible point of efficiency and thus justify the investment it represents.

From charts made by its mechanism under service conditions, adequate and economical tonnage ratings through the entire range of speed variations are determined and effects of grades and curves; fuel and water consumption requirements and of train timing and schedules made apparent.

The Canadian Pacific Railway has had many years of experience in the use of such cars, several of which have been designed, built and operated by the Company. As the increasing sizes of locomotives and heavier freight trains changed operating conditions, the cars were equipped to cope with greater loads and faster speeds.

Dynamometer Car

The present car was designed in 1928, was built at Angus Shops and has become a familiar sight at many division points. It has been an accurate, reliable instrument, is easy to operate and maintain and embodies many special features not found in the cars of other railroads.

Since the haulage capacity of locomotives interests operating officers in relation to tonnage rating, it is thought that before discussing the methods used in calculating such ratings, a description of the car and machinery by which the records are made may be in order.

The Canadian Pacific dynamometer car is of steel construction, 60 feet long, supported upon a steel underframe of unusually rugged design. It is carried upon two four wheeled trucks, having cast steel truck frames, and weighs 145,000 lbs. when ready for service.

A recording mechanism at the front end of the car consists of a hydraulic weighing head, located under the cupola floor; an electric drive and transmission, also located under the cupola; a mechanical paper and speedometer drive, geared to the rear axle of the front truck; and a chronograph table located in the cupola, upon which a chart is made continuously while the car is in motion.

Serving the purpose of a hydraulic scale the weighing head has a pulling capacity of 500,000 lbs., and a buffing capacity of 1,250,000 lbs.

The principle of operation is as follows: A special coupler connects directly, without the introduction of draft springs, to the lower end of a vertical lever, extending upward into the weighing head casting. This lever, fulcrumed at an intermediate point, transmits any movement of the coupler to a piston, mounted upon ball bearings, in the cylinder of the machine. The pressure of this piston upon a leather diaphragm, builds up hydraulic pressure in a liquid contained in a chamber between the diaphragm and the cylinder head, in exact proportion to the pull exerted on the coupler. Conveyed through piping to a recording cylinder located upon the chronograph table, the liquid forces a piston to move outward. The crosshead at the end of this piston is connected to a pen-carrying lever, which moves upon the paper of the recording chart, in proportion to the pressure exerted. By measurement of the distance from the datum line on the chart to the line traced by the pen point, the drawbar pull in pounds may be determined. As the chart moves across the table the result is a continuous drawbar pull curve. Buffing loads are similarly handled, but are not recorded.

Chart Drive and Transmission

The electric drive for the chronograph chart consists of a ¾ H.P. motor taking current from the car batteries. It is designed to give selective speeds for the paper roll of 3⅜ inches; 16 inches or 60 inches per minute and is used when car is not in motion. The motor is automatically governed to maintain a constant speed of 1,800 revolutions a minute, and also drives a portion of the speedometer gear. An automatic electric contractor records every six seconds time interval.

A mechanical paper drive is geared to the truck axle and gives selective speeds for the paper roll of 1/16-inch, ¼-inch and 1-inch movement per 100 feet of car travel. The wheels of the driving axle are of special design and are maintained at a fixed diameter so that variations in paper travel are minimized. Mechanical drive is used at all times when the car is in motion. The axle drive mechanism also operates an automatic electric contractor recording each 100 feet that the car travels.

Electrically Recorded Data

The chronograph table is located in the elevated instrument room or cupola at the front end of the car. The location of the cupola floor above the weighing head and the transmission permits freedom of movement around the chronograph table, protects the weighing head and transmission from damage and allows the operator more readily to observe test operations.

The chronograph table provides for registration of the following data upon the chart:

2—Six second intervals.
1—One minute interval.
1—Mile post location.
1—100-foot interval.
1—Speed curve.
1—Drawbar pull curve.
1—Drawbar horsepower Integrator.
1—Brake cylinder pressure.
1—Brake train line pressure.

The speedometer mechanism, integrating mechanism, pull cylinder recorder and all electric relays used for pen operation are conveniently located upon the table. All levers for regulating paper speeds, and motor speeds are conveniently located.

A laryngaphone installation furnishes telephonic communication between the chronograph operator and an observer upon the locomotive. By this means such data as boiler pressures, throttle and reverse lever positions and other test information is given to the operator and written on the chart, at the correct time and location to depict completely the performance of the locomotive.

Accommodations in the dynamometer car have been especially ar-

(Continued on next page)

Engineer Hugh Brock completed 46 years' of service with the Company recently, when he brought Engine 2577 into Cranbrook, B.C., from the west . . . . on time! He brought the first passenger train into Cranbrook in 1898, and his retirement makes a gap in the ranks of Kootenay and Crowsnest veterans. Photo shows him in the cab of his beloved engine 2577.

"On Time" For Last Time

A railwayman who helped to make history in the cradle of railroaders—Cranbrook, B.C., recently retired on pension. He is the veteran engineer Hugh Brock who, with conductor J. A. (Fred) Genest, pulled the first train into where the Cranbrook station now stands.

Making his last run after 46 years of service, Engineer Brock pulled his train into Cranbrook station, "on time", then climbed down from his cab to shake hands with Mayor Roberts and Alderman Flowers, on behalf of the city of Cranbrook, and Assistant superintendent A. J. Ironsides, for the Company, who waited there to greet and congratulate him. As on many another run in recent years, E. M. Pearce was his fireman, and the train was in charge of Conductor A. J. Balment. Also on hand to greet him was Conductor Genest, his partner on the memorable occasion 39 years ago, July 27th, when he piloted the first train into Cranbrook.

Liverpool Bowlers Annex League Title

Liverpool's Canadian Pacific Bowling Club won the championship of the Shield Division last season without having been defeated in a League game. They also reached the final of the "George Peat" Challenge Cup, being beaten by the Mersey Docks and Harbour Board by 3 points.

One of the original members of the Liverpool Steamship Companies Bowling Club, the Canadian Pacific Club celebrated its "Coming of Age" two years ago, the League having been formed in 1914.

The last occasion the Club won the championship was in the seasons 1920 and 1921 when they played two and a half seasons without defeat.

Like A Plank Steak Or Lobster Chester?

Chef Rhode at Lake Louise Has Many Fine Recipes

Chef Rhode

German-born Chief Chef Leonart Rhode, at the Company's Chateau Lake Louise in the Canadian Rockies, has earned his right to *superintendency over* the hotel's huge kitchen by 21 years of apprenticeship in the Royal Alexandra Hotel at Winnipeg. It was there that he joined the Company in 1908 as chicken and fish butcher. Year by year he worked in other departments, filling increasingly responsible jobs, until he reached the position of second cook in 1929.

Since 1929, the plump, jolly man, who turns out dishes fit for a king, has been chef at Hotel Saskatchewan in Regina. This is his second year at Lake Louise, and it has been a pronounced success in every way.

During the busy season he turns out 2,600 meals a day, in addition to the 1,300 meals for the staff. The menu contains dishes as international in character as the cosmopolitan crowds that visit Chateau Lake Louise every year to view the beautiful lake which has spectacular Victoria Glacier as a back-drop.

Cheerfully Gives Recipes

While many chefs prefer to keep their art a secret, Mr. Rhode is most accommodating when guests ask for recipes of dishes which they liked particularly. A few of his favorites are:

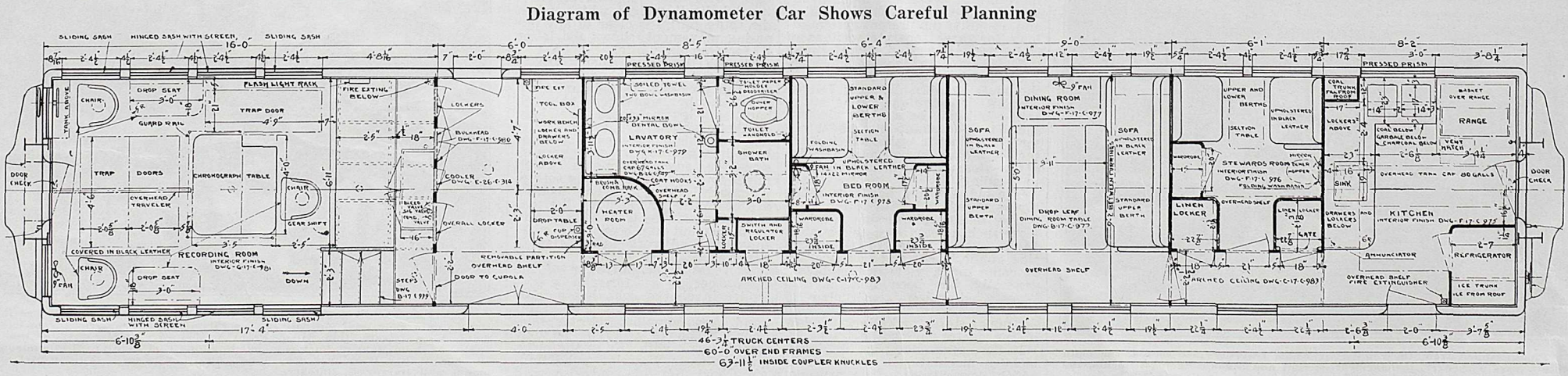
Fresh Lobster a la Chester, so *named in honor of T. E. Chester*, assistant manager of Company hotels, western lines: Take two lobsters, boiled for 18 minutes. Meat taken out and cut in half-inch pieces. Saute with butter in copper sauce pan, with a little onion, mushrooms, shallots, tomatoes en dice, and tomato sauce in demi-glass. Finish with fresh butter and a little sherry and brandy. Serve in chafing dish.

Hotel Saskatchewan Special: Young chicken saute, garnished with fresh mushrooms, onions, bacon cut in dice. Cook with chicken from 15 to 18 minutes and serve on platter with gravy on side.

Planked steak Regina is served with stuffed green pepper, small stuffed tomatoes, bearnaise tomato, and small chateau potatoes.

Salad Saskatchewan: Quarter head of lettuce, one slice of pineapple, decorate with oranges and grapefruit, with cream cottage cheese on top and little rosettes of whipped cream, decorate with cherries. It is served with Astoria dressing, which consists of mayonnaise and whipped cream.

Diagram of Dynamometer Car Shows Careful Planning



Dynamometer Car Records Efficiency

(Continued from preceding page)

ranged to suit Canadian climatic conditions and to further convenient operation in service. The cupola or instrument room is 14 feet 6 inches long, with floor 3 feet 0 inches higher than the rear portion of car. Descending four steps, a hall or work room is reached. Next comes a lavatory room with necessary washbowls, dental bowl, shower bath, toilet and cupboard facilities. The crew space consists of a bedroom; a dining room, with seating space for eight; a steward's room and a well equipped kitchen. This car is in effect a complete testing unit, which can be kept in service over long periods at a minimum of inconvenience and expense.

Tonnage Rating

Establishment of correct tonnage ratings is absolutely essential if all locomotives are to be properly loaded and traffic moved expeditiously and economically. The procedure followed in setting a tonnage rating involves a number of factors not only in connection with the engine, but also relative to train resistances due to grades, curves and rolling friction.

On the Canadian Pacific the system of rating used is known as the "Equivalent Tonnage" method, by which, in addition to ascertaining the loading due to the actual weight of train, and contents, allowance is made for trains consisting of combinations of light and loaded cars.

For this purpose it is assumed that the train which offers the least resistance is that in which the weight of contents is twice that of the tare weight of the cars. By adding to the actual weight of a train consisting of empty or not fully loaded cars an allowance sufficient to equalize the equivalent tonnage to correspond to that of fully loaded trains, uniformity of locomotive performance is attained. This allowance is varied to suit the percentages of grades encountered and is known as the "chart basis," being divided into three percentages as follows:

For grades 0.5% and less—30% chart
For grades 0.5% to 1.25%—20% chart
For grades 1.25% and over—10% chart

The application of this "chart" allowance in calculating tonnage will be explained later.

Study Division Profiles

Assuming, for example, that it is desired to set the correct tonnage rating for a class P-2-f locomotive, operating on a specific subdivision, at a speed of 10 m.p.h. on ruling grade, the first step taken would be a study of the condensed profile of this subdivision, which is supplied by the Chief Engineer's office, and which portrays gradients and curvatures in detail. Copies of these profiles are carried in the dynamometer car for each subdivision. From this would be determined the ruling grade on the portion of railway under consideration, say 1%, with a six degree curve on the grade.

The next step would be to determine how much drawbar pull, available for handling the train, would remain after resistances to movement of the locomotive had been overcome, as follows:

Tractive effort, class P-2-f engine, 57,300 lbs.; machinery friction @ 25 lbs. per ton weight on drivers, 3,060 lbs.; grade resistance, engine and tender, @ 20 lbs. per ton for each % grade, weight of tender assumed at 2/3 loaded, 5,222 lbs.; curve resistance, engine, @ 1.5 lbs. per ton weight on drivers per degree, 1,100 lbs.; curve resistance tender @ 0.8 lbs. per ton weight per degree, 446 lbs.; rolling friction, engine trucks and tender, 138.7 tons @ 2.5 lbs. per ton, 348 lbs.; the whole giving a total resistance of 10,176 lbs., which translates the available draw-bar pull into 57300—10176=47124 lbs.

Assuming the average weight of each car in the train to be 50 tons, the train resistance and tonnage rating would be calculated as follows:

Grade resistance per ton, 20.0 lbs.; curve resistance per ton, 6 degrees x 0.8, 4.8 lbs.; rolling friction per ton, 4.1 lbs.; total resistance per ton, 28.9 lbs.

Therefore, tonnage the engine could handle over this grade would be 47,124÷28.9, 1,630 tons.

Application of the "chart" basis to derive "equivalent tons" is illustrated by the following typical example:

Train consist 34 cars, contents 940 tons, tare 653 tons, actual gross tons, 1,593.

The method of application is as follows:

Contents, 940 tons, tare, 653. One-half of the contents, 470 tons, is subtracted from the tare, leaving the figure 183 tons. This, multiplied by the .20% chart allowance for one per cent. grade has a resulting figure of 36.6 which is accepted as 37 tons. The resulting equivalent tonnage, therefore, is: Contents, 940, tare, 653, resistance, 37, total, 1,630 equivalent tons.

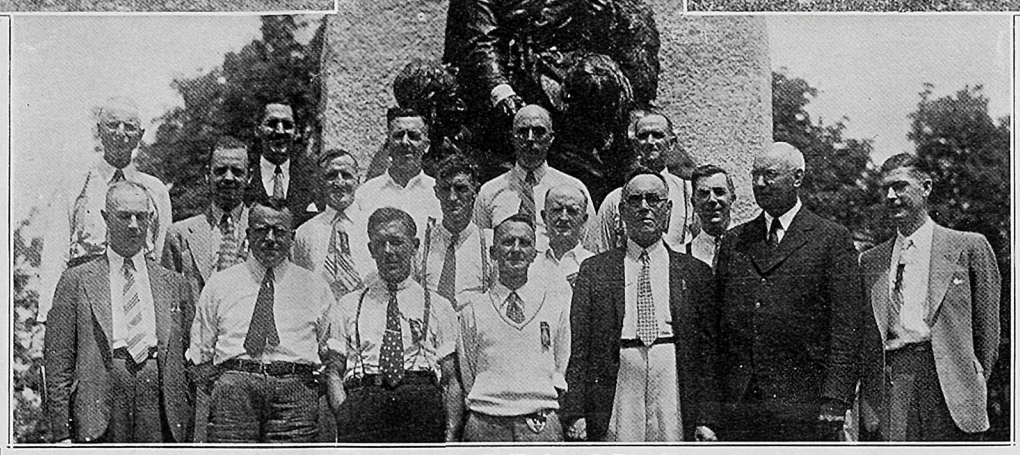
Local Considerations Govern

While setting tonnage ratings there are frequently local considerations, such as velocity grades, slow orders through towns and over bridges which may affect favorably or unfavorably the tonnage which may be handled. By study of the dynamometer charts allowances can be definitely made to meet these conditions.

The most desirable foundation for tonnage movement is maximum "gross ton miles per train hour" which can be economically handled

Either overloading of locomotives or under-rating of tonnage brings about an abnormal fuel consumption in relation to each 1,000 equivalent gross ton miles handled; increases maintenance cost of locomotive and produces a poor performance record.

Only by knowledge founded on accurate data and a thorough analysis of the traffic operation can the best results be obtained. The dynamometer car furnishes this information, in such a form that the operating officer has at his hand a complete story of his train movements and can govern his transportation accordingly.



Toronto Staff Enjoyed Picnic

Held at Orillia, Ont., July 24, the 19th annual picnic of the Canadian Pacific Recreation Club of Toronto was a very successful event. Camera reports indicate that "a good time was enjoyed" at (top left) informal luncheon parties, and (top right) athletic events in which even the "littlest ones" were serious contenders. A clown, aided by his very tame monkey, added much to the gaiety of the younger ones, while (below) the committee and officials on the steps of the Champlain Monument in Couchiching Park thanked the Mayor for the hospitality offered by his town. Front row (left to right): R. V. Carleton, division master mechanic, Bruce Division; G. R. Jones, assistant to the general manager, Canadian Pacific Express; E. Taylor, F. Hatcher, Mayor John Good, S. W. Crabbe, superintendent, Bruce Division; and E. McCabe, president of the club. Second row (left to right): John Whitton, chief of police, Orillia; A. T. Birnie, H. Tod, M. Stone, J. Silk and H. Beer. Third row (left to right): Leslie Parkinson, assistant manager, Royal York Hotel; F. Campbell, F. Underhill and F. Trott.

Queen City Club Picnic at Orillia Most Successful

Company Soft-ballers Won Close Battle With Orillia —Swimming Popular

It took three special trains to carry more than 2,000 picnickers to Orillia, Ont., July 24 for the 19th annual outing of the Canadian Pacific Recreation Club of Toronto; thirty gallons of ice cream pushed into 2,500 cones; forty gallons of milk for the children; an endless flow of hot water for tea; one clown busy all day and a very efficient committee to make the event one of the club's most successful.

On arrival at Couchiching Park on the shores of Lake Simcoe, the party was welcomed by Mayor John Good of Orillia. S. W. Crabbe, superintendent of Bruce division, thanked the Mayor on behalf of the company. E. McCabe, president of the club, also spoke, and G. Roy Jones, assistant to the general manager, Canadian Pacific Express Company, made a jovial speech in which he mentioned having summered for forty years near Orillia. Also in the official party were N. McMillan, general superintendent, Ontario district; D. S. Thomson, assistant superintendent, Bruce division; R. V. Carleton, division master mechanic and Leslie Parkinson, assistant manager, Royal York Hotel.

Bonbons, Balls, Balloons

Free balloons, balls and candy were supplied the vast number of little ones, and after lunch, a varied programme of sports events and races took place. The softball game between the Orillia team and the Canadian Pacific Recreation Club team, was a close battle, ending in the Canadian Pacific team winning 7-6. During the day, many of the visitors strolled into the town, others, immediately on arrival, donned bathing suits, while many enjoyed the pleasant excursion trips on the lake.

Results of the various races were: Girls under 6, 30 yards—Reta Phillpot, Betty Lambe, Ada Bryce, Mary Stevens, Joan Hunter, Vera Carnardo. Boys under 6, 30 yards—Vernon Green, Jackie Sultan, Ted Carroll, Fred Borg, Ken Carter, W. Wisenborg. Girls under 8, 50 yards—Catherine Muir, Joyce Philpot, Barbara Sykes. Boys under 8, 50 yards—Fred Wright, Gordon Pearson, Gordon Sultan. Girls, 9 to 11 years, Kangaroo race — Ethel Lee, Ingred Loach, Shirley Hunter. Boys, 9 to 11 years, Kangaroo race—Ernest Privett, Douglas Shurgold, Bill Chalmers. Girls under 14 years, 100 yard dash — Audrey Wilson, Emily Sultan, Helen Kirk. Boys under 14 years, 100 yard dash, Lawrence Jarrett, Jack Mahoney, Arthur Lascelles. Ladies over 40, nail driving contest—Mrs. J. Stiff, Mrs. L. Romax, Mrs. C. Chalmers. Men, over 40, wheelbarrow race, 50 yards—L. Oakley and G. Muir, first; R. Conn and H. Crawford, second; S. Treahearne and J. Doherty, third; Ladies, open time race — June Weston, Mrs. J. Munshaw, Eileen Brown. Men, over 50, spot race—G. Dougherty, Al. Pollard, William Chisholm. Men, all fours race, open—S. Butterfield, S. Filloff, A. Hudson. Ladies' and Gents' three-legged race, 50 yards— Peggy Clive and G. Dodson, first; Marj. Jacobs and Cyril Jacobs, second; May Nunno and H. Ralston, third. Men's open 100-yard race—Tom Wesley, T. Hodgson, B. Smith. Ladies' and Gents', wheelbarrow race, 50 yards—Pat McGonigle and J. Cairns, first; Peggy Clive and George Dodson, second; Mrs. J. Kempffer and H. Crawford, third.

Brass Hat for Grant As New Staff-Captain

New Second in Command of Empress of Britain Was Foot-Slogger in 1914.

Captain Grant

A Royal Naval Reserve officer with the rank of commander whose first military service was in the British army with the rank of corporal has just been promoted to wear the gold maple-leaves that symbolize a staff-captain in the service of the Canadian Pacific steamships.

Staff-Captain Brian B. Grant, who has been an officer of the "Empress of Britain" since her maiden voyage in 1931, and who, since 1935 has been her chief officer, arrived at Quebec, August 13, in his new position as second-in-command of the 42,500-ton vessel under Captain G. R. Parry, R.D., R.N.R. He succeeds Captain A. S. Phillips, who was recently appointed master of the "Beaverburn."

In August, 1914, Grant, anxious to get into the war, discovered there would be a considerable delay in serving in the R.N.R. He joined the Gloucester Regiment and soldiered for a year as a corporal. Given a commission in the R.N.R. he joined the 10th Cruiser Squadron in 1915 and had four years' service in the armed merchant cruiser "Patuca." Flagship of the 10th Cruiser Squadron was the "Empress of France."

The "Empress of Britain's" new staff-captain was born in 1891 at Bristol. He first went to sea at the age of 16 in steamers of Elders and Fyfe, Ltd., sailing out of Avonmouth to the West Indies. In 1911 he went to the Strath Line of tramp vessels out of Glasgow, travelling in them to every quarter of the globe.

Following the war he joined the Canadian Pacific service as third officer in the "Pretorian," later serving in the "Victorian," "Corsican," "Empress of India," "Empress of France," "Empress of Canada," "Montrose," and "Empress of Scotland." He became second officer of the latter ship in 1928. In 1931 he joined his present ship as second, became first officer in 1934, and chief officer in 1935.

Holiday Time

R. F. Struthers, chief time inspector of the company's western lines, concluded his summer inspection tour of the west with a few days holiday at his favored haunt, Halcyon Hot Springs, British Columbia's famous spa in the interior. For 32 years Mr. Struthers has paid an annual visit to the Arrow Lakes resort to enjoy its natural mineral springs.

Bain Recovering from Bad Fall

A. D. Bain, manager of the Canadian Pacific Railway lodges in the mountains suffered a fractured neck by a fall from a fractious pony on a 30-foot cliff at Lake Agnes, July 18, and is in hospital at Banff, where doctors say he will remain for some months.

Nurses Appreciated Service

Letters pour steadily across the desks of Company officials throughout the system, but seldom do officials receive as nice a letter as two Vancouver nurses recently sent to "Main Office, Canadian Pacific Railway, Montreal, Que." Apparently they wanted it to reach "the right people."

The letter, which tells its own story, was signed by Etta Atkinson, R.N., and Marguerite Seagel, R.N., and it said:—

"We wish to take this opportunity of showing our appreciation and expressing our thanks for kindness shown us by Canadian Pacific employes while we were en route from Vancouver, B.C., to Saint John, N.B., with a very ill patient, a stretcher case. Every consideration was given us, and we think credit should go where credit is due.

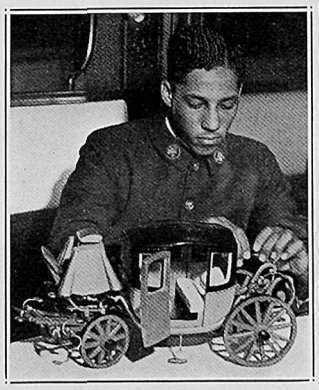
"Especially do we wish to thank Mr. Hamer in Vancouver (Reece Hamer, chief clerk, general passenger agent), who made all arrangements for this trip, also the conductors on the train which left Vancouver at 6.30 p.m. May 22, and the porter in car 126 (the observation car). Mr. Porteous, in Montreal, was especially kind, also Mrs. Evans in the nursery at Windsor Station, and between Montreal and Saint John we met the same spirit—May 26 to 27."

The letter was passed on to district officers throughout western and eastern lines.

Net 76 Netted Prize

E. H. Banks, press representative for the company at Toronto, with a net score of 76 placed third in the fifth annual golf tournament of the Toronto Passenger Club, played at St. Andrews, July 22. This was the only company win during the day. With a record entry of 66, the tournament, organized by R. L. Armstrong, ticket agent, Royal York Hotel, was most successful. A banquet ended the proceedings.

Nimble-Fingered Porter



Harold T. Ramsay, graduate of Vancouver's Technical High School, demonstrated unusual manual skill in executing the clever model of the Queen's ceremonial coach with which he is shown here. Spare hours since last Christmas went into its building. He carved mahogany and balsa wood by hand to execute the body, wheels and other parts; contrived the steps from copper wire and tubing, then added steel springs with leather shock absorbers in faithful imitation of the original. Working as a porter on the "Mountaineer" between his home town, Vancouver, and St. Paul, young Ramsay hopes to make enough money to continue his studies in preparation for a manual training instructor's post in St. Louis, Mo.

Ends Fifty Years Efficient Service

James Skinner in Peterboro Twenty-five Years Honored by Friends

James Skinner

In the presence of a large gathering of railway officials and employes of the Ontario district at the Royal York Hotel, on Friday evening, August 13th, with C. B. Andrews, assistant general passenger agent, in the chair, James Skinner, retired city passenger agent at Peterboro, Ont., was honored with a reception and presentation after 49 years' service. Mr. Skinner ,who has held the position at Peterboro for the last twenty-five years, was presented with an all-wave radio by Percy G. Galbraith, London, inspector, department of communications, on behalf of Mr. Skinner's numerous friends and associates.

In making the presentation, Mr. Galbraith pointed out that Mr. Skinner had been very successful in training many of the present officials of the company. "From his office at Peterboro," said Mr. Galbraith, "have gone forth in the last two decades numerous men who have attained responsible positions in our great company, and it is worthy of note that Mr. Skinner has never found it necessary to dismiss an employe all through his long career of service, which must surely be something of a record." In reply, Mr. Skinner assured those present that he had enjoyed every moment of his life since joining the company in 1888. Others who spoke were: W. C. Beck, superintendent, Trenton division; A. Craig, city passenger agent, Hamilton; J. H. Welch, city passenger and freight agent, Kingston; J. Roy Ross, assistant general agent, steamships, Toronto; T. E. McArthur, agent, Peterboro; M. H. Minore, agent, Cobourg; H. A. Rutley, assistant treasurer, C.P. Express; T. G. M. Jamieson, Mr. Skinner's successor at Peterboro; E. H. King, retired auditor. During the evening, G. D. Brophy, newly-appointed district passenger agent at Toronto, was introduced to those present.

The chairman read wires from H. J. Humphrey, vice-president and general manager, eastern lines; N. McMillan, general superintendent, Ontario district; John Blackhall, treasurer, C.P. Express; A. C. Thorn, general superintendent, eastern lines, C.P. Express; G. Bruce Burpee, assistant general passenger agent; G. L. Bartrem, convention traffic agent, and E. F. Thompson, general agent, C.P. Steamships, regretting inability to attend.

Railroaders Held Joint Picnic

Ideal weather favored the joint Canadian Pacific and Canadian National Railway express employes' picnic held July 17 at Victoria Park, Edmonton. This was the second of these annual community affairs. Tug-of-war honors went to the Canadian Pacific and the Canadian Nationals won the quoits contest.

State Luncheon Aboard Flagship For Lord Mayor

Rt. Hon. Stanley Bruce at Australia Day Programme of Merchant Navy Week

The flagship "Empress of Britain" was the centre of the colorful pageantry of Old London on July 20 when the Lord Mayor of London paid the vessel a state visit to perform the day's opening ceremony for the Merchant Navy Week exhibition at Southampton.

The Lord Mayor, Sir George Broadbridge, with the Lady Mayoress, and the Sheriffs and officers of the City of London, including Commander J. R. Poland, the City Marshal, the Sword Bearer, the Common Cryer, and the Serjeant at Arms, appeared in full regalia, with the City Sword and Mace borne in the procession on board the ship. They were welcomed at the gangway by J. C. Patteson, European manager, Canadian Pacific Steamships, and officials of the company.

Many Dignitaries Present

Also taking part in the civic honors of the day were the Deputy Lord Mayor and Lady Mayoress of Bristol, the Lord Mayor of Cardiff, the Deputy Lord Mayor and Lady Mayoress of Hull, the Lord Mayor and Lady Mayoress of Plymouth, the Lord Mayor and Lady Mayoress of Portsmouth, and the Mayor and Mayoress of Winchester. The civic dignitaries were welcomed to Southampton by the Mayor of Southampton, with the Mayoress and Sheriff of the port.

As July 20 was "Australia Day" in the programme of Merchant Navy Week, the Rt. Hon. Stanley M. Bruce, High Commissioner for Australia, and the Hon. Sir Hal Calebatch, agent-general for Western Australia, were present at the "Empress of Britain" luncheon.

Following a general reception in the Cathay Lounge, the luncheon was served in the Salle Jacques Cartier. J. C. Patteson presided and in a short speech struck a particularly appropriate note in his reference to the "Unknown Sailor" whose personality has perhaps never before been so recognized.

The "Unknown Sailor"

"Today," said Mr. Patteson, "we are engaged in a philanthropic work which seeks partly to repay what we owe to the 'Unknown Sailor,' so that he and his dependants may be better able to weather the storm of life, for he has never failed us in peaceful commerce, or in the peril of war."

Mr. Patteson welcomed the civic guests on behalf of the Canadian Pacific, and also the distinguished representatives of Australia "who have done so much to advance the prestige of England and Australia." He saw in the history of England a veritable Saga of the Sea, and in Southampton, seaport for centuries, today a modern port and one of the busiest spots on Britain's business map.

"It seems fitting," he said, "that this week in some degree should be an Empire Week, for surely there is no greater link between the scattered parts of Empire than the men and the ships of our Merchant Marine. Not only do we owe the discovery of distant lands in early days to them; not only have they carried men and merchandise to far-off ports, but also they have been the bearers of memories, of customs, of traditions which have helped to make the British Commonwealth of Nations the united force for good it is today." He proposed the toast of "The British Mercantile Marine," coupled with the name of the Lord Mayor of London.

Surprise Party at Fort William

A. F. Hawkins, superintendent of the Fort William terminal division, and Mrs. Hawkins were honored by their Lakehead friends on the occasion of their thirtieth wedding anniversary, August 5. After sundown a cavalcade of more than forty automobiles, preceded by an orchestra, occupants all roaring the song, "For they are Jolly Good Fellows," arrived at the Hawkins Birch Beach summer home in a surprise visit. Presentations were made to Mr. and Mrs. Hawkins during the course of the evening.

Heroism Is Part of Day's Work to Modest Seamen

When the Company's Alaska liner "Princess Louise" returned to Vancouver July 30 from her regular trip to Skagway, two Victoria, B.C., seamen, Lorne Russel and James Yates, modestly disclaimed credit for their heroic rescue of a fellow seaman, John Pennington, of Mechosin, B.C., and dismissed it with the curt phrase, "All in the day's work."

Pennington fell overboard while the "Princess Louise," Capt. Steve Gray, was heading into choppy seas while pounding along towards Vancouver. The ship was just south of the Queen Charlotte Islands in treacherous waters when the cry, "Man Overboard" sounded from the "Princess Louise's" foredeck.

Russel and Yates, who were in the galley finishing a meal, rushed to the side, plunged overboard and rescued Pennington with the aid of the ship's officers. Apparently the ancient admonition to wait an hour or so after eating before going in for a swim fell on deaf ears in their case. Pennington is glad it did.

Carmanguay Ball-Players Won

Playing as a pick-up team in the Carmanguay, Alta., diamond July 17, the Canadian Pacific Railway bridge gang won an 8 to 7 victory over the town team. Munro and Parker were the C.P.R. battery.

Sam Corbin Promoted G. A., San Francisco

Pacific Coast Changes Send A. D. Macdonald to Cincinnati

S. E. Corbin

To celebrate his coming of age with the company, S. E. Corbin, "Sam" to travellers and colleagues in a wide territory, becomes general agent at San Francisco, September first, according to N. R. DesBrisay, A.P.T.M., western lines, Winnipeg. At the same time it was announced by G. E. Carter, G.P.A., eastern lines, Montreal, Angus L. Macdonald becomes general agent at Cincinnati.

Mr. Corbin joined the company at St. Louis as a travelling passenger agent there in 1916 and became city passenger agent a year later. From May, 1918, to December, 1919, he wore the olive drab of the U.S. Army, rejoining the company in 1919 as T.P.A. at Cleveland. In 1926 he was promoted assistant general agent, Chicago, and four years later G.A., Toronto. Mr. Corbin was transferred to New York as assistant general agent in April, 1933, and became general agent at Atlanta in November of the same year. Fourteen months later he was transferred to Cincinnati. In 1936 he made the world cruise in the "Empress of Britain."

Angus D. Macdonald, a native of Springhill, P.Q., goes to Cincinnati from Los Angeles, where he has been chief clerk in the passenger department since 1926. At the age of 18, Mr. Macdonald joined the company at Montreal in 1913 as stenographer in the general passenger department. He enlisted in the 3rd Siege Battery in 1917 and at the conclusion of the war rejoined as clerk in the general passenger agent's office in Montreal. In 1920 he served as travelling passenger agent at Boston, filling the same position at Kansas City in the next two years. He became city passenger agent at St. Louis in 1922 and went to Los Angeles as chief clerk in the passenger department in 1926.

Southampton Ladies Work Beautiful Silk Ensign

A lasting tribute to Britan's Merchant Seamen was paid by the Canadian Pacific staff at Southampton when a beautiful silk Red Ensign was presented to the Chapel of the new Missions to Seamen Institute opened by the Princess Alice, Countess of Athlone, at Southampton during Merchant Navy Week. The flag, which measures 9 feet by 4 ft. 6 ins., is made of heavy red silk with the Union Jack accurately worked in place upon the design. The workmanship was done entirely by hand, by Miss Margaret Ewens and Miss Marjorie Cole of the Southampton Office staff, whose needlecraft was greatly admired by the Princess Alice when the flag was accepted from their hands by the Earl of Athlone at the opening ceremony.

Bissett Will Live in Aberdeen

Thirty-one years of faithful service will supply A. W. Bissett's reminiscent moods when he goes to Aberdeen, Scotland, the home he has selected for his retirement begun July 31. His colleagues of the transportation department of western lines, Winnipeg, presented him with a well-filled purse as a parting gift handed to him by H. C. Taylor, superintendent of transportation in the west. Mr. Bissett entered Canadian Pacific service in 1906.

"Fun and games" is the correct description to be applied to the annual picnic of Angus Shops to Hudson Beach held August 14. From start to finish the outing catered to the enjoyment of all concerned. Three special trains carried 3,000 fun-makers of all ages to the Ottawa River beach. Topping the picture are the "grave and reverend Signiors" of the committees, flanked by charming bathers. Centre, left, the married women's race, right, "men over 50." Below is given all the evidence necessary to prove that even the youngest had fun—especially the piratical boatman.

Happy Crowds From Angus Enjoyed Picnic at Hudson

Ideal Weather Aided Committee in Providing Pleasure for All Hands

A happy mixture of suntan, swimming, and racing, garnished with a ton or two of ice cream and enough soft drinks to float the "Empress of Britain," made the 14th annual picnic of the company's Montreal Angus Shops on August 14 at Hudson, P.Q., one of the most successful yet.

With fully 3,000 present, the day passed without a hitch in the arrangements—except for the few rather painful cases of sunburn acquired on the crowded beach. The day was one of the finest of the summer and the sun blazing out of a cloudless sky made the sandy beach the most popular spot of the picnic grounds.

Three special trains had to be run from Place Viger Station to accommodate the large crowd of company officials, employes and pensioners, and their families and friends. They ran the entire range of positions from J. Burns, works manager of Angus, to the newest apprentice, while the age limit was anything from veterans of the "last spike" days to youngsters less than a year old who were attending their first picnic.

After ample time had been given for swimming and the eating of picnic lunches, races were held under the auspices of the Canadian Pacific Railway Amateur Athletic Association. They started with the tiny tots, many of them able to do little more than walk, let alone run. In this race every contestant was given a brightly colored ball as a prize. For the other races the grouping was by ages, with valuable prizes being given the winners.

Results of the races were:

Boys under 6—M. O'Connor, A. Gauthier, T. Pollock.
Girls under 6—M. Lawless, V. Booth, M. Atkins.
Boys under 9—E. Levine, A. Bouthier, P. Griffiths.
Girls under 9—E. Ragoulette, P. Mack, A. Comfort.
Boys under 12—D. Bowers, R. Pelotte, J. Foley.
Girls under 12—K. Simpson, P. Gauthier, G. Mondou.
Boys under 15—G. Griffiths, E. Baker, W. Jack.
Girls under 15—I. Mann, M. Lachapelle, M. Gibault.
Girls over 15—W. Glenday, M. Loiselle, M. Coulonbe.
Novelty race: Ladies—P. Gauthier, G. Glenday, J. Riding; Men: L. Desjardins, G. Genkins, G. West.
Men over 50—R. Eccles, J. Roby.
Married Ladies—Mrs. Béland, Mrs. Côté, and Mrs. Zynont.

Officials for the successful outing were:

Magazine Pays Tribute

The Bulletin is indebted to reader A. W. Row, electrician, Fort William, for the following compliment published in the August issue of the yachting magazine, "The Rudder":

"But, for all-around high rating in total of all good qualities from beauty to efficiency, it is surprising to know the best ships today are operated by a railroad, and belong to our Canadian cousins. They are the Empress liners, which on both Atlantic and Pacific have built up unsurpassed records of consistent and delightful service."

Patrons, Sir Edward Beatty, G.B.E., K.C., LL.D., D. C. Coleman, H. J. Humphrey, A. D. MacTier and W. R. McInnes; chairman, John Burns; president, George Gauthier; vice-presidents, G. G. Wilding, W. R. Craig, L. Bouchard, B. B. Vickers, A. P. Nolet, auditor, F. E. Skinner; chairman advisory board, John Hall; secretary-treasurer, W. A. E. Wilding; manager, M. Mulhearn.

General chairman of the picnic, committee, Thomas Watson. Reception committee, G. Gauthier, chairman, and H. H. Boyd, R. H. Naylor, T. F. Donald, W. E. Buckles, T. Marshall, R. Eccles, B. Faughnan, L. Foley, W. Emo, E. Quinn, H. Parsons, F. Pruneau, J. McKay, F. Hickmen, J. A. Primeau. Transportation committee, W. J. Stokes, chairman, and H. Bowden, J. Blair, C. Miron, T. Sleigh, A. Lapierre, C. Kilcup, J. D. Desparois. Sports committee, J. Hope, chairman, and W. Wells, L. A. Beaudry, J. O'Kane; announcers, G. McCallum and E. Brunet; starter, John Gow; scorers, F. Atkinson and L. Foley; judges, H. Bowden, J. Blair, G. Morrison.

Billy Evans About Again After Throat Operation

W. H. (Billy) Evans, retired division master mechanic at Vancouver, and the engineer who piloted the Company's first passenger train from Montreal to the Pacific into Port Moody, B.C., July 4, 1886, is visiting his old cronies around the station in Vancouver once again, after making remarkable recovery from an operation for a throat ailment.

He was operated on at St. Paul's Hospital, Vancouver, in July by Dr. Arthur L. Lynch, F.R.C.S., the company's chief medical officer of the B.C. district, and his recovery was so rapid that Mr. Evans was able to go home after twelve days in the ward.

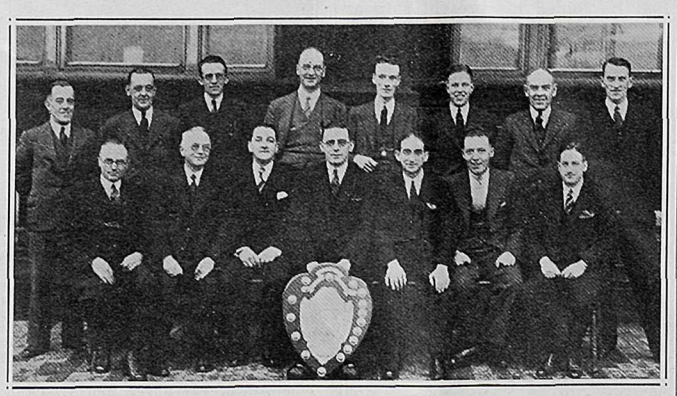
"Not bad for a man 77 years young," the veteran declared.

No meeting of the Canadian Pacific Association at Vancouver is complete, and no gathering of engineers or firemen would be held without Mr. Evans in attendance, so that his fine recovery from his recent operation was a source of pleasure to all his many friends on the Coast.

Son Born to Detroit G.F.A

Robert Simpson MacNamara, ten and a half pounds, was born to Mr. and Mrs. G. F. MacNamara, July 22, at the Harper Hospital, Detroit, Mich., where Mr. MacNamara is general freight agent.

Canadian Pacific Bowling Club, Liverpool



Left to right (back row): E. Woodcock, J. Andrews, C. James, H. Healey, J. Roberts, W. Reade, A. Greenall, G. Purcell. Front row: F. Streatfield, F. Gregory, both of whom were members of the original team formed in 1914, J. E. Jones, J. M. Hankin, W. McNea, A. Platt, E. C. Clement.

A. W. Bradshaw, Jugoslav National Representative, Canadian Pacific at Zagreb, is Vice-President, Jugoslav Tennis Federation and Vice-President the Jugoslav International Tennis Club.

Clifford Retirement Brings Promotion To Wolfe

J. C. Clifford

Widely known to company officers and employes from Port Arthur to Vancouver, James C. Clifford, assistant engineer, maintenance of way, western lines, who has held that position since November, 1913, was retired June 30, on reaching the age limit. Associates in the department of engineering marked the occasion by presenting him with a travelling case, handed to him by F. W. Alexander, engineer maintenance of way for western lines, who spoke briefly in praise of his ability and of his knowledge of the work in which he had been engaged so long. Mrs. Clifford was also given a remembrance of roses, accompanied by good wishes for the years of retirement.

A. J. Wolfe

Before entering Canadian Pacific Railway service, Mr. Clifford was with the Illinois Central Railroad from July, 1887, to 1913, when he resigned to accept the position he held since with the Canadian Pacific.

A. J. Wolfe, who was formerly employed as roadmaster at various points on western lines, has taken over Mr. Clifford's duties, with the title of Supervisor, Maintenance of Way.

Calgary Won Soccer Final

A one to nothing win over Hillhurst eleven qualified the Canadian Pacific football club of Calgary for the Alberta soccer championship finals. Though a tough game for their opponents to lose, the railroaders took advantage of the only real opportunity to score the winning point with only three minutes left of play.

Hillhurst made a plucky attempt to tie up the game but McKenzie, goal tender for the Canadian Pacific was unbeatable and the final whistle found the railroaders holding their lead. Stellar playing was evidenced in all departments with Blair scoring the winning goal.

Team line up for the Cee Pee's was: MacKenzie, Stuppard, Roberts, Mills, Hastie, Coleman, Porteous, Dutton, S. Roberts, Blair and Malcolm with Pow and Weale as substitutes.

Inveterate Stowaway Baffles "Princess Elaine's" Crew

"Rasputin," wily eyes agleam and whiskers bristling belligerently, refuses to be discouraged from his disconcerting habit of hooking free rides on the Company's Vancouver-Nanaimo turbiner, "Princess Elaine."

"Rasputin," as he is sometimes called by reason of his deep cunning and considerable daring, is a nondescript wire-haired terrier whose father must have been a seagoing lad for the sea is in "Rasputin's" blood with a vengeance.

He waits until no one is looking, then sneaks aboard the gangplank of the "Princess Elaine" at Vancouver, rides 32 miles across the Gulf to Nanaimo and, somehow, manages to make the return trip. He hides away until the ship is safely past the First Narrows, then emerges, a sly grin on his face and a red tongue lolling between his whiskers, and actually struts around the decks.

He refuses to leave the dock at Nanaimo, and runs back to board the "Elaine" by gangplank or over the baggage deck when the coast is clear. Efforts of Capt. Nils J. Sterner, Purser Harold McDonald and other ship's officers to discourage the stowaway so far have been unavailing and "Rasputin" seems to have adopted the crew for all time.

J. G. McNab Dead Many at Funeral

Former General Foreign Freight Agent Buried at Ayr, Ontario

J. G. McNab

John George McNab, general foreign freight agent, with headquarters at Montreal, passed away suddenly on Saturday, July 31, in the Western Division of the Montreal General Hospital in his 58th year. Funeral services were held in Montreal, Tuesday, August 3. Interment was at Ayr, Ont., Mr. McNab's birthplace, the following day.

An unbroken 30-year record with the Canadian Pacific Railway on Pacific coast resulted in Mr. McNab's promotion to Montreal just a little more than a year ago to fill the important post of general foreign freight agent.

Mr. McNab joined the Canadian Pacific at Winnipeg in 1901 as clerk in the general freight offices, went to Vancouver as travelling freight agent in 1906 and to Portland, Ore., in the same capacity a year later. In 1909 he became travelling freight agent for North British Columbia at Prince Rupert, and from 1910 to 1915 served at Prince Rupert as general agent. He was district freight agent for the British Columbia Coast Steamship services at Vancouver from 1915 to 1919, division freight agent in the same service from 1919 to 1925, and was made foreign freight agent at Vancouver in 1925. On July 15 of last year he went to Montreal as general foreign freight agent.

Mr. NcNab was widely known and very popular along the Pacific coast, and his departure for the East last year brought him many honors which showed the deep respect in which he was held. During his year at Montreal headquarters of the Canadian Pacific Railway, he made a host of friends.

Mr. NcNab's interests outside of his company duties were many and varied, but his favorite recreation was undoubtedly golf. He was an accomplished player and found no greater pleasure than entertaining his friends on the links.

London and Windsor Staffs Held Picnic at Chatham

Fifteen hundred company workers, from Western Ontario, with their families, from the divisional superintendent to the smallest attended the annual picnic held under ideal weather conditions at Tecumseh Park, Chatham, on Saturday afternoon, July 17. Every man who could be spared for a few hours from the service joined the festivities. Two special trains, one from Windsor, the other from Guelph Junction, reached Chatham at noon.

Mayor W. D. Colby, at a brief speaking programme, welcomed the visitors. W. E. McGill, divisional superintendent, London, replied. Sports, contests and musical entertainments, followed by a basket picnic, made the day complete.

The softball game between Chatham Silverwoods and London Canadian Pacific girls was won by the former by 16-6. Three Chatham girls, Jenny Smith, Thelma Lett and Maizie Aitken won the competitions for throwing the softball, running the bases and softball hitting. One of the features of the afternoon was the baby contest, for babies under one year. Garry, three months old son of Mr. and Mrs. Everton Barker, London, won the cup for the best boy baby, while Glory Beach, daughter of Mr. and Mrs. R. Beach, Lobo, was the best girl baby. Alderman A. T. Groombridge, who was city representative in preparing for the outing, presided over the programme.

Talented Navigator Earns Recognition As Artist Etcher

O. F. Pennington of "Bedford" Makes Good in Two Fields

Art and the sea are often associated, but never more certainly and actively as in the person of Oswald Franklin Pennington, First Officer of the "Duchess of Bedford." Mr. Pennington, besides making himself a first rate seaman and navigator, with his Master's Certificate achieved up to unquestionable standard of "Square Rig" Master, is a highly competent Artist. There has been displayed in Canadian Pacific office windows in England recently a particularly fine example of his work in the form of a "cut-out" of the "Empress of Britain" steaming full speed through wind-stirred water.

Does Fine Work

This one is by no means the first or the only example of fine art work contributed by Mr. Pennington for the promotion of the company's business, but it is one of the most prominent. Water color sketches by Mr. Pennington have been shown in Canadian Pacific Office window displays, and used for booklet designs. Mr. Pennington continues to regard his art work as just a hobby, but he has carried his hobby to high professional standard.

Although his artistic skill, and the daintiness of his work in water colors might seem to some far away from the more arduous experiences of the sea, Mr. Pennington has not missed anything of the rough and dangerous in his seafaring. In 1913 he was offered the post of Cartoonist and General Artist on the Liverpool Journal of Commerce, especially for a new Weekly Section of that famous Journal which was to be devoted to the life of seafaring folk at large, and ship's officers in particular. Mr. Pennington took hold of that branch of his Call to Art ,and in 1914 found himself Editor of the Weekly. With the versatility of the true seaman, he handled every sort of duty in the field of weekly journalism until the War which eventually brought the publication to an end, broke out.

Decorated for Bravery

The call of war was more insistent than the call of art, and Mr. Pennington went through his training in the gunnery and torpedo schools, served in mine sweepers, won the D.S.C., was mentioned in despatches, and finally commanded H.M.S. "Rugby," one of the new mine-sweepers of the Fleet with a complement of 100 officers and men. With this vessel Mr. Pennington took part in extensive post war mine clearance operations, and was demobilized in 1920.

By this time Mr. Pennington had to make without delay the decision for either an Art Career or The Sea. Art is long and life short, but he had more time available for the choice of art than for choice in favor of the sea since there is an age limit for men who would join first rate steamship lines as officers. Mr. Pennington chose the sea, and decided to join the Canadian Pacific as a Junior Officer.

Etches at Sea

Some years have passed since then, and advancing both as an officer and as an artist Mr. Pennington occupies his present position on the "Duchess of Bedford." His art has developed also, and he now specializes in etchings which he makes and prints on board the ship as his time permits. He is probably one of the world's first artist-etchers to pursue this delicate branch of art on board a great liner on the high seas.

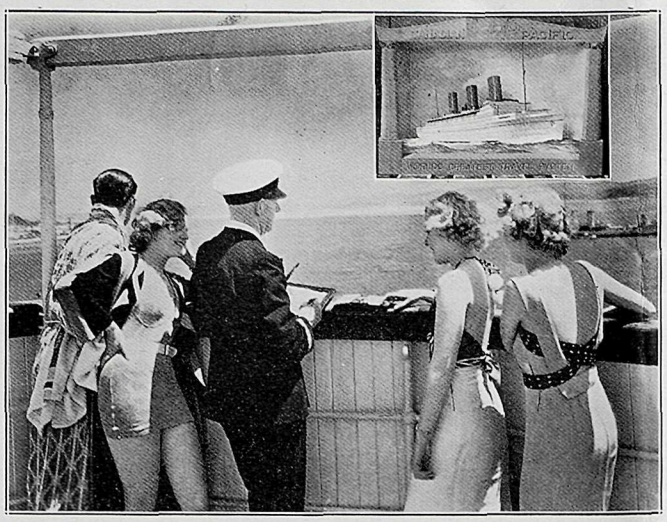
McLeans Score Triple In Vancouver Re-union

Young William McLean, bridge messenger aboard the company's crack trans-Pacific liner, "Empress of Canada," who received his training in the Sea Cadet corps in Vancouver, joined with his seafaring father and a seafaring grandfather in a unique reunion in Vancouver July 30.

His ship, the "Empress of Canada," lay at the opposite side of Pier BC from the Niagara, of the Canadian-Australasian line. Aboard the Niagara was Charles McLean, engineer storekeeper, and William's grandfather. The veteran first saw Vancouver during the fire which destroyed the then tiny city June 13, 1886, and has made 101 voyages on the Niagara between Australia and Vancouver. The connecting link between grandfather and grandson, Capt. Harry McLean, Charles' son and William's father, was in Vancouver aboard his ship, "Catala," of the Union Steamship Co. of B.C. Needless to say the three generations of seafaring McLeans made a big day of it.

Names Made News

The registration list at the Empress Hotel one morning in August read like a cross-section of the English-speaking world. The names on it included those of Miss S. American, New York City; Mrs. H. English, Iowa; Mrs. A. M. J. English, Vancouver, and Mrs. C. W. Ireland, Hobart.



First Officer Famous Artist

Fair admirers show keen interest as O. F. Pennington of the "Duchess of Bedford" prepares to do a neat bit of work in the water color line. The picture of the "Empress of Britain" well illustrates fineness of Mr. Pennington's work.

Empress Entertained Royalty At Important Function

High Commissioner Opened "Canada Calling" Week In Presence of Princess Alice

At a luncheon aboard the "Empress of Britain" at Southampton, England, on July 19, the Hon. Vincent Massey, Canadian Trade Commissioner to England, formally opened the "Canada Calling" campaign, which is being conducted overseas to promote trade, in Southampton. The luncheon, which was attended by a number of important guests, was a feature of Merchant Navy Week and served as a tribute from Canada to the part played by the Merchant Navy in the development of commerce.

Manufactured goods representative of the products of British industry are shipped to Canada every year from Southampton, it was pointed out, the ships bring back to the port food produce, fruit and raw materials. Last year there were on an average three sailings a week throughout the 12 months engaged in two-way trading with the Dominion; while more than 24,000 people sailed to or from Canada last year and more than 70,000 tons of cargo were carried.

The guests of honor at the luncheon were H.R.H. Princess Alice and the Earl of Athlone, president of Merchant Navy Week. The Hon. Vincent Massey presided, and among others present were Mrs. Massey, the Bishop of Winchester, the Earl of Malmesbury, the Dean of Winchester, Lord and Lady Swaythling, the Mayor of Southampton, Sir Hewitt Skinner, Sir Harold Pink, J. C. Patteson, P. A. Clews, R. M. Martin Holland, Col. G. S. Szlumper, Lieut.-Col. R. F. Gutteridge, Frederic Hudd, Vice-Admiral T. E. Wardle, Cdr. F. A. Worsley, Capt. J. V. Forster, H. Scott-Paine, A. H. Christensen, H. G. Dring, John H. English, C. W. Stokes, Capt. F. J. Gemmell Smith, C. Gracemann, G. Havinden, J. Ross McLean and Capt. A. S. Wilcockson, commander of the Imperial Airways flying boat Caledonia.

Mr. Massey's Welcome

Mr. Massey extended a cordial welcome to the guests. For a year or so, he said, the Canadian Government had been endeavoring to promote the trade between this country and the Dominion in a series of campaigns, if ho might use the term, in various parts of the United Kingdom. Those had been carried on under the slogan "Canada Calling Britain." The original object of the luncheon had been to inaugurate that effort in the South of England, and as it happened another luncheon had been planned for the same day in celebration of Merchant Navy Week. "The central idea of Merchant Navy Week and the theme of trade between our respective countries are," he said, "two very closely related things. Reciprocal trade between Canada and the United Kingdom has played its part in the development of the Mercantile Marine. On the other hand, without the Merchant Navy this commerce would never have developed. Therefore, it was an appropriate and fitting thing that we should have merged these two luncheons, and, as Canada's representative, I am very happy indeed that it has been possible to pay tribute on this occasion both to the importance of the commerce between our countries and of the great mercantile fleet which makes it possible.

The First Trans-Atlantic Steamer

"We are lunching today on what is the proudest of all merchant vessels plying between the United Kingdom and any British Dominion," continued the High Commissioner, "and perhaps you will permit me to remind you of the Canadian claim that the first steamer to cross the Atlantic under its own power was Canadian-built. It was the 'Royal William,' built at the order of a Canadian who made a very remarkable contribution to the development of the Merchant Marine—Samuel Cunard. I am sorry we cannot boast that the 'Empress of Britain' was built in Canada, but we are happy that it should be a part of the great Canadian Pacific fleet. On behalf of the Government of Canada, I should like to thank the Canadian Pacific Steamship Company, and especially J. C. Patteson, its European manager, for placing the ship at our disposal for this occasion. I do not need to underline the significance of the part played by the Canadian Pacific steamships in the development of the trade between us. The fact that they are well-known in every major port of the world is evidence of that. The 'Empress of Britain' and the other great ships which now pass in and out of Southampton harbour are impressive symbols of that commerce which serves as an important link between the United Kingdom and Canada.

"Commerce Between Us"

"I like to think of that word 'commerce' as having a meaning which is broader than merchandise. During the memorable weeks through which we have passed lately we have had an impressive demonstration of those intangible but very powerful ties which give the British Commonwealth its unity. The great pageantry of the Coronation has reminded us of certain things which great ceremonies sometimes can express better than a library of books. Thousands of visitors from all parts of the British Commonwealth, and the Colonial Empire as well, have found in London that whatever their race or language or religion may be they are all members of one family. They have found that whatever their differences may be—and the British Empire is made of differences—there are certain ideas and principles which they have in common, and which are part and parcel of the British heritage. I need not enumerate them, because I think we are more conscious of them today than ever before.

"So commerce can mean not only the exchange of goods, it can mean commerce of things of the mind as well. When I give you the toast—'Commerce between Us' — I am using the phrase to mean not only the commodities which we can weigh and measure, but the things which we feel deep down in our hearts that give to those of us who live under the British flag a sense of kinship."

The Earl of Athlone, in responding, said the company present were very delighted to be guests of the Motherland's oldest Dominion in a ship which was world-famous, and from his own experience he paid a tribute to the Canadian Pacific for providing in its service the three "C's" of comfort, cleanliness and civility, which were all-important in travel. Continuing, he said, he thought that no more opportune time could have been selected for the luncheon than the present when the nation was paying tribute in Southampton to the Merchant Navy. With the present feeling of brotherhood he said that he saw no reason why the British Empire should not go on forever, and in that connection he was pleased to reflect that the guests to the Coronation and the Imperial Conference this year had gone away satisfied with the success it had brought, both to the Dominions and the United Kingdom.

Seaman and Musician

Versatility is concealed behind the modest mien of First Officer, H. S Knight of the "Montclare." Not only does he hold the Seafarers' Gallantry Medal for a fine bit of rescue work in the North Atlantic, but he also composed the music for a "Holiday Hymn," written by Rev. Dr. H. Elvet Lewis who was with the Holy Land Cruise carried out by the "Duchess of Richmond" under special charter last Spring.

Private Operation Assures Efficiency

Economical railway operation, together with maximum service, are best provided under private ownership and operation, according to a recent editorial in the "West Palm Beach (Fla.) Post." The editorial reads as follows:—

"If government ownership of railroads is brought about, the matter will not rest there," the Post warns, "for government then could hardly avoid taking over the entire transportation machinery, trucks, buses, and water carriers; or else by subsidies to competitors of its rail lines, tend to destroy its own investment in railroads.

"Experts in the field of transportation declare that if the rail lines had been owned by the government through the six depression years a deficit of ten billion dollars would have ensued; which, of course, would need to be footed by the people paying taxes. Despite the farce made of federal operation of the roads in the war period there are persistent advocates for complete government ownership and management of this form of transport.

"Much of this momentum comes from employes who wrongly assume that government ownership would afford a larger working personnel and better job security; but in the face of competition given the rail lines by other agencies it is difficult to believe that federal operation would improve working conditions.

"Economy of operation and a maximum service are best provided out of private ownership and direction, as is manifested in the great difference existing between railroads in this country and those of foreign lands which are government controlled."

Goats in Winnipeg Make Golf Popular

End of Each Season Sees Presentation of Unique Trophy

Alf Coulter and Goat

Alf. Coulter, engineering department employe, Winnipeg, has an unusual trophy — if not in the eyes of the big game men then, at least, in those of followers of the royal and ancient game. Just how this all got started is a bit of a mystery but A. A. McCoubrey, better known for his countless assaults on mountain peaks than as able president of the Company golf club in Winnipeg, explains that it originated twenty years ago on the old Assiniboine club. He recommends that other company clubs give it a trial —"it peps up club activity a hundred per cent. and makes competitors literally bloodthirsty." Here's how—each member buys a fifteen-cent badge from the secretary.

The Winnipeggers have designed a neat little bronze piece with the club name and a goat's head partly encircled by a large question mark. The fun starts when two "goats" meet one another—they both say, in chorus, "Challenge you for your goat!" The winner then takes his victim's badge and the man with most badges to hand back to the secretary in the fall gets "The Goat"—just as Alf. did.

The loser does not drop out of competition by any means—providing he still retains his self respect and another fifteen cents for the secretary who always keeps an ample supply of "goats" on hand. Last year there were several hundred in circulation. At the annual meeting of the Winnipeg Club, A. A. McCoubrey was re-elected president, M. Jackson and O. Denton vice-presidents and Gordon Denner, secty.-treas.

Company Laundries Marvels Of Service and Efficiency

Dons The Buckskin

During Indian Days held at Banff this year from July 23 to 25 R. M. Deyell, manager of Banff Springs Hotel, was re-christened with the Blackfoot name of "Man Of The Trail."

A spontaneous affair, the christening was held in the main dining room of the hotel where twelve chiefs of the Stoneys, Blackfeet, Sarcees, Bloods and Piegans had gathered to partake of luncheon commemorating the signing, sixty years ago, of government treaty number seven, thus ending for all time, tribal warfare between these fighting Indians.

Following the ceremony, Mr. Deyell, as shown in the photograph, received a set of beaded buckskin gloves from Chief Turned-Up-Nose, while Chief Very-Young-Legs (centre) looked on. The actual christening was performed by the two chiefs who paraded arm in arm with Mr. Deyell up and down the Alhambra Dining room proclaiming his virtues to all people.

Veteran Celebrates 86th Birthday at Vancouver

F. Stockdill

Veteran of nearly 50 years of varied railway experience in England, the United States and Canada, Frederick Stockdill, retired assistant signal engineer of the Canadian Pacific Railway, Montreal, quietly celebrated his 86th birthday on June 14, at 1773 Davis St., Vancouver, where Mr. and Mrs. Stockdill have taken residence for the summer. Of recent years they have been living in Victoria.

Son of the car foreman of the London and Southwestern Railway in London, England., Frederick Stockdill entered the car department of that railway at an early age, came to Boston in 1873 to work on one of the American lines, later went to London, Ont., and in 1891 joined the Canadian Pacific at that city, working with the C.P.R. in various capacities, lastly as assistant signal engineer, until his retirement in 1915.

He is the father of C. E. Stockdill, assistant to the vice-president of western lines, and president of the Winnipeg Board of Trade.

Elect I. L. Wikdahl Head Express-Mail Bowlers

I. L. Wikdahl

I. L. Wikdahl, elected president of the Canadian Pacific Express-Mail Bowling League of Winnipeg for the season 1937-38, will be supported with the following executive: honorary presidents, Miss S. Fraser and W. A. McDonald; vice-president, E. Harlow; secretary, E. Reinhart; treasurer, A. E. Marchant; delegate to the association, A. L. Bowes; publicity, G. Phillips.

At the closing meeting for the season the Shirley Fraser cup was presented to the "Alley-Byes"—A. Brown, Elsie Reinhart, Margaret Reinhart, Muriel Reinhart and M. Thompson—the donor making the presentation.

Work for Hotels, Sleeping, Dining Cars, Steamships and Guests

An average person entering the bedrooms or dining rooms of a hotel, the dining or sleeping car on a train or the stateroom on a steamship, is inclined to take for granted the spotless linen which he sees, and naturally expects, without a thought to the work and organization which is responsible.

The Company operates nine laundries in connection with hotels across the continent, with an investment of approximately $700,000 in high-class machinery and equipment, employing on an average 285 people the year around. These laundries handle the work from our hotels, the sleeping and dining cars and steamships and also serve the guests. Practically all of the latter work is done on an eight-hour service which means that a guest arriving in the morning can have clothing returned clean and fresh by five o'clock in the afternoon.

During the year 1936, 23,300,000 pieces of linen of all classes were laundered by our hotel laundries for these various departments. When it is considered that every piece has to be checked and accounted for, and even the simplest items are handled at least ten times, some idea of the work involved can be arrived at. It speaks well for working conditions when it is stated that the labor turnover is very small indeed. Taking one of our laundries, for instance, we have 26 employes with a total of 328 years' service, ranging from 30 years down to five, or an individual average of nearly 13 years each.

Many Improvements

Great changes and improvements have taken place in methods and machinery even during the past twenty-five years and it is a far cry from the old wooden washing machines to those of today, constructed of stainless monel metal, costing nearly $4,000 each, capable of washing 250 to 300 pounds of work in one load, and flat-work ironers which can dry and iron sheets at the rate of more than 500 an hour.

A visit to the laundry in the Royal York Hotel, Toronto, would be well worthwhile and an education to anyone not familiar with laundry operations. This well-known laundry, which handles the work for the hotel itself, the guests and the staff, the linen for the district bunk houses and much of the washing required for the sleeping, dining and parlor cars from the Winnipeg-Toronto-Montreal line and from the Toronto-Windsor-Detroit route, as well as the laundry work during the summer for the French River Chalet Bungalow Camp, is the largest and most up-to-date hotel laundry in the British Empire. It is as well the largest institutional laundry in Canada.

Tremendous Capacity

During 1936, 7,677,823 pieces were laundered at this laundry, or an average number of 24,608 pieces per working day. Of this total of just over seven and one-half million pieces, the Royal York hotel, its staff and its guests, claimed no less than 5,866,230 for a working day average of approximately 15,000.

All the extensive batteries of machines, which are each individually driven and fitted with every known safety device, are located in one large room in which the air is oil washed. This makes the laundry very compact for the volume of work to be handled and the special air conditioning used makes it the healthiest of spots for the 55 or so workers who have mostly been there since the laundry opened early in May, 1929. In fact, during the recent flu epidemic in Toronto the Royal York hotel laundry was one of the healthiest spots to work in. The white clad uniformed girls with their cheerful and good looks, as if they had been picked for a beauty contest, give this pleasing spot an added attraction and take the blue out of washdays. The floor is covered with red tiles, with the walls covered with white tiles.

The laundry is the last word in

(Continued on page 8, col. 1)

Company Has Marvelous Laundry System

In the nine laundries which the Company operates in connection with its hotels across the continent, the height of efficiency is reached. Modern machinery and a capable organization chase dirt out of the Company's linen and the clothes of guests, and return them to service in perfect condition. In these scenes, taken at the Royal York Hotel laundry in Toronto, No. 1 shows the ironing department; No. 2 illustrates why the chefs' hats are always so immaculate; in No. 3 is the bachelor's bundle; and No. 4 is a section of the wash floor.

London Cricket Eleven

The Canadian Pacific team of cricketers which narrowly lost a match played against the Cunard White Star team on the Teddington Cricket Club's ground in Bushy Park on Dominion Day, July 1. Left to right (back row): P. A. Treadway (Publicity Dept.), R. D. Bennett (E.P.M. Dept.), C. F. Ash (Central Berthing), E. G. Murrell (E.P.M. Dept.), H. A. Bastick (Publicity Department), A. E. J. Grinyer (Publicity Dept.). Front row: R. F. Strudwick (Cruise Dept.), C. A. L. Mansbridge (E.P.M. Dept.), K. W. C. Andrews, capt. (Booking Office), J. Chilvers (E.P.M. Dept.) and R. Acres (Accounts Dept.).

Coronation Thrilled Montreal Employee

Vivid Description Pictures Scene in Trafalgar Square

Coronation stories ceased to be news some time ago — except in family circles rejoined by some member who had had the good fortune to be present. The Staff Bulletin is in the happy position of being able to pass on some observations of a member of its family to the rest of the family.

Below are given excerpts from a vivid description written by Miss Evelyn M. Wright, of the purchasing department, Montreal, who witnessed the magnificent pageant from the windows of the company's London office.

By EVELYN M. WRIGHT

Towards the late afternoon of May 11, people began to take their places on the sidewalks opposite the Canadian Pacific Building, and Canada House, bringing along boxes, papers, cushions and whatever articles they could to sit on, together with various kinds of apparel with which to wrap themselves during the night. Scouts were busy putting up rails to prevent the people from encroaching on the roadside and also to prevent a certain amount of crushing, during the procession. It did not take long for the crowds to gather and 'ere the clock struck six, the square and surrounding streets were heavily thronged with people who soon would be sleeping, eating and probably getting soaked with rain during the night.

The writer took a walk during the evening along the routes to be followed by the procession and to those who did not have the opportunity of seeing this magnificient sight, I can only say there is nothing to compare with the loyalty and good fellowship shown by these peoples. Nations of the world at large may consider among themselves that the English are a cold, sober race of peoples, not prone to sentimentality or emotion, but to those who came from various parts of the Empire and the world to see this procession, will be shown tonight and in the next few weeks, that underneath the work-a-day jacket of the Englishman, beats a heart that is full of sentiment and love for his country and his King. Each and every building along the route shows expressions of loyalty to the King and his Consort.

Scene From London Office

As one looks from the windows of the building facing Trafalgar Square, it is almost impossible to understand where the people come from and how they have managed to sit the whole night through without comforts of any kind. From the centre of the road St. John Ambulance men are preparing for any emergency. Papers are scattered around the square, most of which have been used for covering during the night. There is a mist and the morning air is cool, with a promise for sunshine during the day. Flashes can still be seen as photographers continue taking snapshots of the crowd. Nelson's monument is beginning to resemble a bee-hive as the people take their positions around it. Some of the people even at this early hour are being moved away by the First Aid men and scouts, due to fainting. Telescopes of various sizes and types, some blue and some pink, can be seen among the crowd and men and women are still endeavoring to sell their wares to the mixed throng.

At 5.30 a.m. all is hustle and bustle, as the crowds rush from the tubes around to their various places in the stands along the route. Buildings gradually appear out of the mist and there is a constant hubbub. Special detachments of police are hurrying to relieve the night staff, and on the island a band has struck up a lively air. The crowd is certainly fascinating to watch. They seem so cheerful over the whole situation. Gates at points not exactly on the route are being closed to prevent the crowd from using that particular space and thereby hold up the traffic. Few cars can be seen now on the Strand, but the cheerful ice cream vendor is still on the job. Still the crowd gathers, becoming more dense as time goes on. Looking across the square towards the fountains one can see a reflection of a portion of the crowd in the water. The sky is covered with pigeons who have now been deprived of their resting places on the square.

Cheered Canadian Mounties

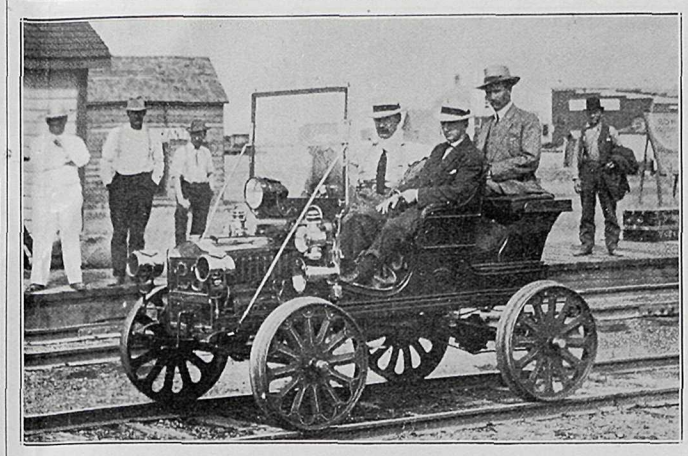
The crowd cheered very heartily as each carriage and its escort passed along. Especially was the cheering loud and hearty when our own Canadian Mounted Police came into view. They certainly made a tremendous impression on the people of London and have been very much talked about. The escorts for the Princesses were strikingly arrayed. The black chargers, scarlet uniforms, gold braid and helmets made a very fine picture.

When the coach containing our Beloved Queen Mary came by, the crowd cheered so much the noise was deafening. Her Majesty waved to her people and they responded with a will. This is very impressive, the soldiers in their finery and the loyalty and enthusiasm of the crowd make one feel more than proud of one's origin, especially under the British flag.

There is a lull, and the advance Life Guards on their black chargers are waiting just beyond the Arch. The horses seem rather restive and cause no little amusement as they prance about. One officer is having a considerable amount of trouble with his mount, as it refuses to stay in line and is causing the others to move out. He has finally got it to settle down, much to the amusement of the crowd. To explain the splendour of this pageantry would be impossible, words cannot describe it. The colors, the horses, the coaches, all are beyond explanation. One has to see it to know just what it is like. Here come the Indian Princes. How splendid they look in their native costume and how well they ride.

As the Coach of the King and Queen passed through the Arch, the sun came out with brilliance and the Coach glittered. What a cheering and clapping. People are so excited they cannot stand or sit still. There is nothing to describe the splendour of this coach drawn by eight grey horses.

All is still in the building and even the majority of the crowd are silent listening to one of the most sincere and beautiful ceremonies ever performed publicly throughout the British Empire and the World. How clearly we can hear the responses and how sincere he sounds.



About The Swankiest Thing of 1909

As great a novelty as its brothers of the highway, this is the first automobile used as a track motor by the Company in the west. C. S. Maharg, then superintendent at Medicine Hat, is the man at the wheel with his neck *protected from the prairie sun and his starchd collar nicely covered from* the dust of the right-of-way. Beside him is Harry W. McLeod, at that time resident engineer at Medicine Hat, now principal assistant engineer of western lines, Winnipeg. Playing a coachman's role in the raised rear seat is Roadmaster Arni Olson. Mr. Maharg writes from Vancouver that the old Maxwell car was the property of the Company's physician, Dr. Smith. The photograph came from Harry McLeod's scrap-book. It was taken at Bow Island, Alta., in 1909.

Officers Visit Banff

Passengers aboard the Company's Pacific "Empress" liners, plying between Vancouver and the Far East, and Honolulu, and aboard the Canadian-Australasian liners, "Niagara" and "Aorangi," in which the Company holds a controlling interest, ask so many questions about Banff, Lake Louise and other well known spots in the Rockies that officers of the ships are being sent from Vancouver to Banff during layovers in Vancouver to familiarize themselves at first hand with the facilities and attractions of the resorts.

During his ship's recent call at Vancouver, Capt. William Martin, of the Canadian-Australian liner "Niagara," and two other officers of that ship journeyed to Banff for an educational visit, and a few days later Staff Captain J. Bisset Smith, and Second Purser W. E. (Bill) Adamson, of the "Empress of Canada," followed them to the mountain resort.

Veterans Retire Under Pension Rules

More than 1,000 years of useful service to the Dominion and to the company has been rolled up by 32 employes whose retirement under the pension regulations has been announced. The actual total service recorded is 1,007 years, five months, giving an average of 31½ years for each individual.

Due to the company's contributory pension plan the prospect of eventual retirement from active service is a pleasant one and the good wishes that invariably accompany the departure into private life of a fellow-worker are nowadays the more heartfelt because of a certainty that those who contributed will have an annuity to enjoy for the rest of their lives.

Listed as retiring are:

Ryan, J. B., loco engineer, North Bay.
Libson, B., cabinetmaker, Angus Shops.
Luttrell, A. R., brass machinist, Angus Shops.
Walker, John, assistant chief clerk, Outremont Yard Office.
Savard, J. R., wood machinist, Angus Shops.
Adams, J., L.H. carpenter, Angus Shops.
Aldred, R., coach painter, Angus Shops.
Blair, M. A., cabinetmaker, Angus Shops.
Gingras, J. O., coach carpenter, Angus Shops.
Lachance, E. H., coach carpenter, Angus Shops.
Mason, J. J., yardman, Ottawa.
Page, W., carpenter, Angus Shops.
Labrie, F., clerk (communications), Montreal.
Wilson, W. R., carman, Vancouver.
Bourdon, W., blacksmith, Angus Shops.
Broadhurst, J. A., yardman, Vancouver Division.
Canam, Thos J., section foreman and caretaker, Upper Kent, N.B.
Cathcart, H. E., hostler, Winnipeg Roundhouse.
Francis, Thos., Rel. sec. foreman and sectionman, Gainsboro, Sask.
Harris, Fred, section foreman, Dashwood, B.C.
Holdgate, S. E., loco fireman, Winnipeg.
Jones, Fred T., loco engineer, Laurentian Division.
Knapman, G. F., clerk (District Account.), Toronto.
Laroche, J. B., buffet car steward (SD&PC), Montreal.
McGuire, T. L. H., yardmaster, Toronto.
Marshall, W., head gatekeeper (Nat. Res.), Calgary.
Oldrey, A. E., trainman, Kingston, Ont.
Page, J. A. O., loco engineer, Laurentian Division.
Phillips, J., conductor, Smiths Falls.
Ward, T., loco engineer, Kenora, Ont.
Wolstenholme, E., foreman (B&B) Winnipeg.
Vaughan, W. M., yardman, North Bay.

Company Laundries

(Continued from page 7, col. 6)

construction and safety and accidents of any kind are almost unknown. With the exception of three new coat presses which are air driven, all the countless machines are motor driven. The presses driven by air have indeed proved to be most efficient from an economical and volume standpoint. There can be no breakdown in motor power for the other machines as they are all equipped with auxiliary driving motors operated through remote control from the panel control board.

It is impossible to discuss in detail the individual number of machines, as there are machines for everything—a machine even for putting the wing on the dress collars, a machine for ironing the dress shirt front, machines for collars and cuffs, a machine for the caps of the chef and his assistants, and machines for drying, stretching and mending socks and stockings. There are four large washing machines for hotel flat work which can handle eight three-hundred pound loads per day each. There are, too, four smaller washing machines for individual guest and staff work, curtains, fancy bedspreads, and similar articles. There is one special washing machine for fine woollen work. There are four large 48-inch extractors for flat work, and two 30-inch extractors for the guests' work. Then there are two large shake-out machines which separate the clothes and enable quick handling.

There are three thermo-vento, 40 x 94 inch, drying tumblers for bath towels and mats equipped with thermostat control. These machines are fully automatic and ring a bell when towels and mats are finished. Curtains are taken from the extractor to a three-section curtain dryer which stretches them to their original size. This dryer is equipped with a series of steam coils and a fan. There is also a steam press for such items as velours and velvets.

Then there are three monster 8 roll flat work ironers equipped with vacuum features which take care of the moisture absorbed by the padding from the wet goods passing through the machine. There are also enclosed glass canopies over these machines that take care of the moisture coming from the goods passing over the ironing surfaces. Approximately 500 sheets can be passed through each flat work ironer in one hour. In fact the Royal York hotel laundry has every modern machine to delight both the engineering expert and the laundry worker.

Thorough Checking

There is a very thorough system of sorting through the pieces as they arrive and checking them as they are sent out finished. The guests' washing is all marked, if this has not already been done, with the exception of handkerchiefs, which are not marked but are kept in individual nets. There are special rooms for the reception of guests' laundry, hotel and outside work, and there are special rooms for the reception, when finished, by the housekeeper, of the hotel work. Indeed the checking system in vogue is so thorough that the very occasional mislaid article is generally easily discovered.

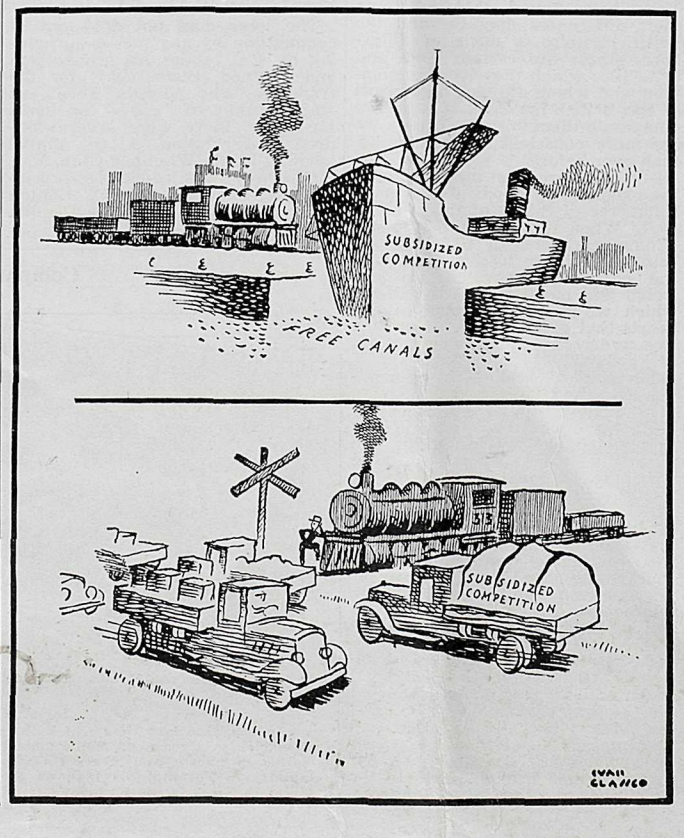
When the individual guest's laundry is finished and checked, the larger articles are placed in an attractive paper envelope with a printed list on it of the current attractions the hotel has to offer. All the articles are then carefully placed in a tissue paper lined box and returned to the guest's room.

Divided into the following seven sections—sorting, washing, flat-ironing, starching, pressing, ironing and checking, the Royal York laundry, which is situated in the basement of the hotel, is under the charge of J. W. Armstrong, the efficient plant superintendent, who has had twenty years' experience in the laundry industry. Mr. Armstrong, who worked for 10 years with commercial laundries before joining the Canadian Pacific hotel system, came to the Royal York in March, 1934, after 2½ years at the Hotel Saskatchewan laundry and 4½ years at the Palliser hotel laundry. The very capable and courteous clerk of the laundry is Mrs. D. E. Butt.

Winnipeg Employe Decorated

For his services in the British Army, 1914-18, Samuel Bradley Brown, left, freight carpenter at Weston Shops, Winnipeg, from 1921 to 1935, with occasional lapses on account of war disability, is shown here receiving the territorial efficiency medal from Capt. A. E. Green, president of the British Empire Service League, at Grace Hospital, Winnipeg, Thursday, July 29. Mr. Brown was born in Middlesex, England, in 1894. When not in hospital, he lives at 85 Home Street, Winnipeg. His wife, hidden in picture, was at the presentation.

Your Money in Competition With Your Job



Hotel Staff Changes Follow Sad Event

Many Mourn O. C. Jones Sudden Death—Ellis Promoted

Following the sudden death, on July 31, of O. C. Jones, superintendent of company hotels in Nova Scotia, the appointment of R. M. Ellis as acting manager of Nova Scotia hotels was announced by H. F. Mathews, general manager of hotels, Montreal. Mr. Jones was stricken with a heart attack while wading out for a swim at Sandy Bottom Lake, 25 miles east of Digby.

Mr. Ellis, who was given supervision over the Pines Hotel, the Cornwallis Inn at Kentville, and the Lakeside Inn at Yarmouth, had been assistant manager of the Pines Hotel at Digby. Before joining the staff of the Pines Hotel, Mr. Ellis worked in various other Nova Scotia hotels and last winter was an assistant manager of the Royal York Hotel in Toronto. He is a native of Port Maitland, N.S.

As one of the leaders instrumental in building up Nova Scotia's tourist industry, Mr. Jones was mourned throughout the Maritimes where he had worked for the Dominion Atlantic and Canadian Pacific Railways since the '90's. After serving the D.A.R. at Middleton, Bear River, Berwick and Digby, he bought the Pines Hotel in 1918. In the following year he sold the hotel to the railway and retired as agent at Digby to manage the hotel. Further hotel experience earned him the position of superintendent of company hotels in Nova Scotia in 1931.

Two Broadcast Boosts

Bessie L. James, company press representative in Chicago, who is no stranger to the microphone, was "aired" twice at Minneapolis, August 12.

Miss James was interviewed by Florence Lehmann on the "Ladies' First" programme at 2 p.m. on the subject of business opportunities for women in Canada and again at 10 p.m. by Cedric Adams, of the Minneapolis Star, when she told the story of the organization of the Trail Riders of the Canadian Rockies.

Both broadcasts were from Station WCCO.

OBITUARY

Sayers Bamford, chief clerk in the general claims department, Winnipeg, died suddenly at his home, July 28, aged 58. He joined the company in the Winnipeg offices in 1906 and held successive positions as clerk and rodman in the engineering department at Brandon, Man., engineering inspector at Cartwright and Oxbow, Sask., and in 1910 became building inspector at Ignace and later at Edmonton, and eventually in the claims department at Winnipeg. He is survived by his widow, two sons and a daughter.

Frederick E. Taylor, 61, section foreman at Emerson, Man., died July 12, at his home after a brief illness. Born in London, England, he came to Canada as a youth. From Grey County, Ont., he moved to Morden, Man., and had been employed in the Canadian Pacific Railway for 35 years at Morden, Thornhill, Morris and Emerson. He served with the Imperial forces and later with the Canadian contingent for four years of the great war. Besides his widow he leaves three daughters. The funeral from St. Luke's Anglican church was under Legion auspices.

Peter Clark, 55, Canadian Pacific engineer, died at his home in Calgary, July 16. He served the company since 1900. During his engineering career, he drove the royal trains between Medicine Hat and Calgary during visits of the Duke of Connaught, the Prince of Wales and the King of Siam.

Horace William Truscott, car inspector for 23 years at Calgary, Alta., died July 21, at the age of 60. He was born in Linkinhorn, Cornwall, England. He is survived by his wife and one daughter.

William Hurdman Hedge, whose death occurred at Victoria, July 17, at 78, came to Canada from Wales and entered Canadian Pacific employ at Schreiber during the railway's construction period. When he retired 30 years ago, he had been for several years one of the senior engineers on the Schreiber-Fort William division. The family moved from Port Arthur to Victoria nine years ago. He leaves a widow, three daughters and two sons.

Robert J. Pennie, pioneer telegraph operator, 82, died at his home in Winnipeg, July 26. Formerly chief operator with the company at Winnipeg, he retired in 1920. One of his treasures was a telegram copied in his own hand, dated 1855. He is survived by a son, Robert O., C.P.R. agent at Franklin, Man., and a daughter, Mrs. Vivian Moran, Los Angeles.

Thomas Wilson, pensioned section foreman, of Glencoe, Ontario, died on July 27. The late Mr. Wilson was born on June 1, 1868 and was employed at Glencoe until July 1, 1933, when he was pensioned.

W. J. Glendenning, engineer, of Calgary, died recently at his home, victim of a sudden heart attack. Engineer for some years on the passenger run between Calgary and Field, Mr. Glendenning had completed just the evening before, his last trip prior to going on his annual vacation. Born at Carlisle, Cumberland, England, deceased came to Calgary in 1904 where he joined the company service. He is survived by his widow, a son and a daughter.

Clever Moving Sets In Navy Week Show

Radio-Operated Liner, Trains And Rockies Displays at Southampton

The company's decorative displays for Merchant Navy Week at Southampton, England, gave thousands of visitors a good idea of Canadian Pacific methods in transporting freight and passengers ashore as well as on the Seven Seas.

Among the land scenes in which the public showed great interest was a model of a Canadian Pacific train in the Rockies, with Banff as a background, Lake Louise shown in cut-out, and trail-riding scenes cleverly created. A company locomotive of modern design was shown in a 14-foot model, also the interior of a locomotive cab, and an express fruit car.

In the marine transportation section were fine models of the "Empress of Britain," the "Empress of Japan," and a sectional exhibit showing the interior of the "Empress of Australia." The former company liner, "Empress of France," appeared in model showing the Merchant Navy's part in Empire defense. The "Empress of France" as the old "Alsatian" had an important share of the work of the famous Tenth Cruiser Squadron.

Radio-Directed Model

In itself a display worth seeing was Dr. Stansfield's radio-directed, detail-perfect, actual working model of the "Empress of Britain" operated in a large tank. This marvellous model is so delicately and daintily complete that the ship's cabins contain their tiny lamps, curtains, bed-linen, chairs, wardrobes and baths, while the famous Olympian pool swimming bath is complete to the carved turtle decorative embellishment.

In another section were cruise scenes created by company display artists. A West Indies cruise scene, a scene in Morocco, and an Algerian street scene are shown, with a fine model of the "Empress of Britain" swimming pool, and another of the full-size tennis court on the same ship. The "Empress of Britain" herself was on view in the harbor.

J. H. Sheeran, for some time agent for the company at Consort, Alta., has been transferred to the agency at Arrowwood, Alta., and will be succeeded at Consort by G. T. Allan, formerly agent at Superb, Sask.

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