

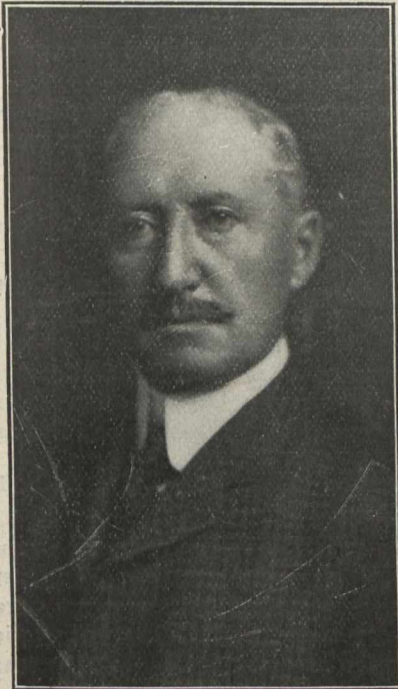
in a competitive examination for a vacant Studentship in the Engineering Department of the Northern Railway of Canada at Toronto, and was apprenticed to that company for five and one-half years under the late Owen Jones, Chief Engineer.

From 1879 to 1882, he was assistant engineer of the amalgamated Northern & Hamilton, and Northern Western



Dr. John Galbraith, Toronto, Ont., Immediate Past-President of the Canadian Society of Civil Engineers.

Railways, in charge of maintenance of track, buildings and bridges. During this period the gauge of the Northern Railway was changed from five feet six inches to four feet eight



Col. H. N. Ruttan, Winnipeg, Man., Vice-President of the Canadian Society of Civil Engineers, and nominated for President for 1910.

and one-half inches, and had charge of organization and detail work involved in changing 200 miles of main line and sidings in twelve hours which was accomplished without any hitch or delay.

In 1882 he resigned from the N. & H. and N. W. Railway and went to Winnipeg and took charge of the C. W. Moberly Engineering and Contracting Company work.

In 1883 he entered the services of the Manitoba & North Western Railway Company at Portage la Prairie, as assistant engineer, being later made chief engineer, building the line from Minnedosa to Yorkton, the Shell River branch and the Saskatchewan and Western Branch.

In 1898 he was transferred to Winnipeg as chief engineer and land commissioner of the Manitoba and North Western Railway.

In 1900 he received the appointment of resident engineer for the C.P.R., Winnipeg, in charge of main and branch lines from Fort William to Moose Jaw. In 1901 he was transferred to Montreal and appointed General Tie Agent for the entire system, and organized that department, and in January, 1903, was appointed the first Right-of-Way and Lease



Mr. Peter Gillespie, B.A.Sc., Secretary Toronto Branch of the Canadian Society of Civil Engineers.

Agent for the entire system, and organized that department also.

In 1904, on account of ill-health, was transferred to Vancouver and appointed Division Engineer of Pacific Division, and in 1905 he left the railway company and became President and Chief Engineer of the British Columbia General Contract Company, but is now carrying on a consulting engineer's practice in Vancouver.

Mr. Webster was elected a member of the Canadian Society of Civil Engineers in 1887, and a member of the American Railway Engineering and Maintenance of Way Association.

In 1906 Mr. Webster was elected to the council of the Canadian Society of Civil Engineers.

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