

Thomas James Hennessey, formerly Division Master Mechanic, Michigan Central Rd., Bay City, Mich., died Dec. 4. He was born at London, Ont., Jan. 1, 1845, and entered M. C.R. service in October, 1872, since when he was, to Apr., 1874, locomotive foreman; Apr., 1874, to Sept. 1, 1889, locomotive driver; Sept. 1, 1889, to May 20, 1893, Travelling Engineer; May 20, 1893, to May 1, 1896, Division Master Mechanic, Detroit, Mich.; May 1, 1896, to Jan. 1, 1902, Division Master Mechanic, Jackson, Mich.; Jan. 1, 1902, to Feb. 1, 1915, Division Master Mechanic, Bay City, Mich. On account of reaching the age limit, he retired from active service Feb. 1, 1915.

Kenneth deSola Joseph, whose appointment as Assistant Trainmaster, District 1, Atlantic Division, C.P.R., Brownville Jct., Me., was announced in our last issue, was born at Quebec, Que., Oct. 6, 1892, and entered C.P.R. service, May 6, 1910, since when he has been, to Aug. 31, 1912, chainman, Marquette, Man.; May 1, 1913, to Nov. 15, 1915, transportation student, Eastern Lines, C.P.R., and following the special course of training in connection with the engineering course at McGill University, except for the period from Nov. 1, 1913, to Apr. 1, 1914, when he was telegraph operator, Lake Superior Division, C.P.R.

W. P. Wilgar, B.A.Sc., M.Can.Soc.C.E., who was on the National Transcontinental Ry.'s engineering staff from 1905 to 1914 as locating engineer, Division Engineer and Assistant District Engineer respectively, and who was appointed in Sept., 1914, as Professor of Civil Engineering, Queens University, Kingston, Ont., is now performing military service. On Mar. 15, 1915, he was appointed Captain in the Canadian Engineers, and on Sept. 11, 1915, was appointed temporary Major while commanding the 5th Field Company, Canadian Engineers, at Kingston. He is now Officer Commanding Instruction, Canadian Engineers Training Depot, Ottawa.

Albert Charles Harris, Superintendent, Welland Ship Canal Construction Ry., whose article describing the line appears on another page of this issue, was born at Stratford, Ont., Jan. 23, 1888. He entered railway service May 17, 1905, since when he has been consecutively, to Oct. 18, 1908, machinist, Grand Trunk Ry. shops, Stratford; Oct. 19, 1908, to July 10, 1909, assistant agent, G.T.R., Drumbo, Ont.; July 10, 1909, to Aug. 1910, telegraph operator, G.T.R., Ridgeway, Ont.; Aug., 1910, to July 18, 1912, operator and ticket agent, G.T.R., Goderich, Ont.; July 18, 1912, to April 21, 1914, operator and relieving dispatcher, G.T.R., Stratford; May 4, 1914, to date, Superintendent, Welland Ship Canal Construction Ry., Homer, Ont.

Henry Eugene Haanel, who was appointed Trainmaster, District 1, Saskatchewan Division, Regina, recently, was born at Cobourg, Ont., Nov. 2, 1880, and entered transportation service, April, 1901, since when he has been, to July, 1901, stenographer, Canadian Northern Express and Telegraph Cos., Winnipeg; July, 1901, to Sept., 1903, chief clerk, same companies, Winnipeg; Sept., 1903, to Aug., 1904, chief clerk in yard office, Canadian Northern Ry., Winnipeg; Aug., 1904, to Apr., 1905, West Yard Agent, C.N.R., Winnipeg; Apr., 1905, to May, 1906, chief clerk, District 2, C.N.R., Winnipeg; May, 1906, to Jan., 1907, chief clerk, Winnipeg Terminals, C.P.R., Winnipeg; Jan. to June, 1907, chief clerk, District 4, C.P.R., Brandon, Man.; June to Sept., 1907, chief clerk, Car Service Department, Western Lines, C.P.R., Winnipeg; Sept., 1907, to Dec., 1910, chief clerk to General Superintendent, Central Division, C.P.R., Winnipeg; Dec., 1910, to Dec., 1912, Trainmaster, District 3, Manitoba Division, Brandon;

Dec., 1912, to Feb., 1913, acting Superintendent, District 3, Manitoba Division, Brandon; Feb., 1913, to the date of his present appointment, Trainmaster, District 1, Manitoba Division, Kenora, Ont.

F. L. Wanklyn, General Executive Assistant, C.P.R., was plaintiff in a recent action against O. Asselin, Montreal, claiming \$15,000 damages for slander while he was a member of the Montreal Board of Control. The action was taken on an article in L'Action, condemning the conditions in the Board of Control as being corrupt and rotten, and naming Mr. Wanklyn as largely responsible. In delivering judgment Justice Greenshields said that citizens sensible of their reputations and jealous of their fellow citizens' regard, will not enter into a public office, feeling that through no fault of theirs, when they issue forth, their reputation will be but a thing of shreds and patches. In awarding nominal damages of \$150, with costs, based on a \$15,000 case, he stated that the plaintiff did not seek a money condemnation, and it must not be thought that the amount awarded was the judge's appreciation in dollars and cents of the value of a public man's reputation.

Harry Thornton Ruhl, whose appointment as Division Engineer, Canadian Government Railways, Moncton, N.B., was announced in our last issue, was born at Mifflinburg, Pa., Sept. 29, 1882, and entered railway service, Sept. 1902, since when he has been, to June, 1904, rodman, C.P.R., Nominigues, Que.; June, 1904, to July, 1905, transit man, Construction Department, C.P.R., Residency 3, Toronto-Sudbury Branch; July to Aug., 1905, transit man on location, C.P.R., Ingersoll, Ont.; Aug. to Oct., 1905, transit man, bridge surveys, C.P.R., Coldwater, Ont.; Oct., 1905, to Jan., 1906, transit man, bridge surveys, Parry Sound, Ont.; Jan. to May, 1906, transit man on location, Parry Sound, Ont.; May, 1906, to Jan., 1908, Resident Engineer on Construction, C.P.R., Point au Baril, Ont.; Jan. to Oct., 1908, Resident Engineer on Construction, C.P.R., Muskoka, Ont.; Oct., 1908, to Nov., 1909, transit man, Maintenance of Way, C.P.R., North Bay, Ont.; Nov., 1909, to Oct., 1911, Resident Engineer, Maintenance of Way, District 1, Sudbury, Ont.; Oct., 1911, to Sept., 1913, Resident Engineer, District 1, Eastern Division, C.P.R., Farnham, Que.; Sept., 1913, to Nov. 20, 1915, Resident Engineer, Maintenance of Way, Intercolonial Ry., New Glasgow, N.S.

W. H. Grant, Manager of Construction, Mackenzie, Mann and Co., Toronto, whose additional appointment as Tie and Timber Agent, Eastern Lines, Canadian Northern Ry., was announced in our last issue, was born at Acton, Ont., Dec. 8, 1858. He commenced railway construction with D. D. Mann in 1882, and with the exception of eight years spent in Winnipeg, Calgary and British Columbia, he has since been continuously engaged in railway work, first with D. D. Mann, and later with Mackenzie, Mann and Co. During this time he acted as accountant, Superintendent, and Manager of Construction, and was with Mr. Mann on his contracts on the C.P.R. main line on the prairies and in the British Columbia mountains, and built 75 miles of the Manitoba and Northwestern Ry. main line and the Russell and Rapid City branches. He laid the track on the 40 miles of the old Winnipeg and Hudson Bay Ry., and had charge of one section of Mackenzie and Mann's contracts on the C.P.R. short line through Maine. During the construction of the Ontario and Rainy River Ry. he was Superintendent of the grading and bridging from Port Arthur to Fort Frances, and after completion of that line, in 1902, he was sent to Nova Scotia, where he built 247 miles of a line which is now comprised in the Halifax

and South Western Ry. He was appointed Manager of Construction, Mackenzie, Mann and Co.'s lines east of Port Arthur, in 1907, and altogether, has had charge of 680 miles of that company's system.

Gordon St. George Sproule, who has been appointed Engineer of Tests, C.P.R., Montreal, as mentioned in Canadian Railway and Marine World for December, and whose portrait appears in this issue, was born there, April 23, 1885, and is a son of the late Wm. J. Sproule, M.A., for many years Chief Assistant Engineer, Montreal Harbor Commissioners. He was educated at St. Lambert Academy, Montreal Business College, and Montreal High School, with periods of employment with Canadian Fairbanks Co., Milton L. Hersey, analyst, and H. C. Stone, architect. Matriculated in applied science, McGill University, 1903. Spent vacation of 1904 as junior under the late Cecil B. Smith, Resident Engineer, Canadian Niagara Power Co.; vacation 1905 and term 1905-06 under Mr. Smith, first in his consulting offices, then as Secretary of Hydro-Electric Power Commission of Ontario, of which he was Chief Engineer. Vacation 1907 on conducted trip through mines and smelters of Southern British Columbia, and on practical work in Hall Mines Lead Smelter, Nelson, B.C. Graduated 1908 as B.Sc. in mining engineering, with honors in design and machinery. Granted Milton Hersey research fellowship in metallurgical engineering. Obtained M.Sc. in 1909 and Governor-General's medal for research work. 1909-10 continued research work at McGill and demonstrated in physics and metallography. Entered C.P.R. employ, June, 1910, as Assistant Wheel Inspector, becoming in succession Wheel Inspector and Assistant Engineer of Tests, till E. B. Tilt's resignation in May, 1915, since when has been Engineer of Tests. In Jan., 1912, he married Miss Helen L. Freeze, B.A., of St. John, N.B., and has two sons. Is fond of rifle and pistol shooting, photography, handicrafts, swimming, etc.

Toronto, Hamilton and Buffalo Ry. asks power to make agreements.—Application is being made to the Dominion Parliament to authorize the company to make with the Canada Southern Ry., the Michigan Central Rd., the New York Central Rd., the Canadian Pacific Ry., or any of them, any of the agreements authorized to be made between railway companies by Sec. 364 of the Railway Act, for 50 years. This section provides for the making of any agreement for the interchange of traffic, and for the division and apportionment of tolls, for the running of trains over each other's tracks, for the management and working of railways, and to provide for the appointment of joint committees, provided such agreements are not inconsistent with the special acts of the companies party to it, that they have received the consent of the shareholders, and are sanctioned by the Board of Railway Commissioners.

The Terminal Commission of Massachusetts visited Montreal, Dec. 9, the members being entertained to dinner there, after inspecting the railway terminals and port facilities. The chief object of the visit was to study general conditions with a view to improving freight handling conditions at Boston. Among those who spoke at the dinner were: W. G. Ross, Chairman, Montreal Harbor Commissioners; G. M. Bosworth, Vice President (Traffic), C.P.R. and Chairman Canadian Pacific Ocean Services, Ltd.; J. E. Dalrymple, Vice President (Traffic), G.T.R. and Grand Trunk Pacific Ry., and L. C. Fritch, Assistant to President, and General Manager, Eastern Lines, Canadian Northern Ry.