

M. S. J. Hungerford Appointed Vice-President in Charge of C.N.R.

Samuel J. Hungerford, who has been appointed Vice-President in charge of Operation and Maintenance of Canadian National Railways, is of the type of man, young in years and old in experience. Born near Bedford in Quebec, in 1872, he was only 48 last July, but he has been engaged in the business of the "rolling wheel" for 34 years.

As a boy of 14, at Farnham, Quebec, he first really became acquainted with a railway locomotive. Metaphorically speaking, he boarded it then and has made it carry him from the lathe of the machinist's apprentice to the chair of the Vice-President of what will be, when the Grand Trunk System is included, the world's greatest railway.

Mr. Hungerford is a man of quick action who never seems to be in a hurry. He has a wide circle of friends in the railway world—friends that he made while mastering his various jobs in the Mechanical Department at important railway points clear across the country. Any of these friends, officer or employee, Eastern or Western, will say that "S. J. is there with the goods" and that he knows a locomotive and a car from the rails up, and how to

utilize them to the best advantage. He has the reputation of being past-master in the art of handling men, of one who cannot be beaten on wage negotiations, and of one who is an all-round diplomat but firm as the proverbial rock when necessary.

In 1910, when the Canadian Northern, having a little more than 3,000 miles of railway in Western Canada, required a head for its Mechanical Department, the management approached Mr. Hungerford, at that time Superintendent of the C. P. R. shops at Winnipeg. The decision was typical of the method of the man in all things. He foresaw a bright future for the new line that was being so rapidly extended, and gave up 24 years of service with the C. P. R. to become Superintendent of Rolling Stock of that Company's only Western competitor.

He knew the West and also the country served by the C. N. R. He had seen the C. P. R. expand from a system of 4,319 miles in 1886 to one of 11,000 in 1910. He knew also that Canada required a great deal more railway.

The expenses of the Mechanical Department of the C. N. R. increased sharply during the first year of office of its new Superintendent of Rolling Stock, whose motto was in effect "First get your engines in good shape, then use them." He watched the operation of the line and provided the power, and his plan was to urge the use of the heaviest engines where traffic was heaviest in order to reduce the train movements, making it obligatory on the Maintenance of Way forces to keep the track to the standard required. The heavy engines went on and the tracks were maintained.

The new C. N. R. official had also a definite idea as to what a real engine on a real railway ought to be. The C. N. R. standard, or 100% locomotive, was of 23,000 pound drawbar pull, as against the C. P. R.'s 20,000 pound standard, which shows that the new road was nothing if not ambitious. Mr. Hungerford considered that in the light of the rapid development of locomotives these engines were too puny to be classed as 100%, so he, as it were, "hit his chart to a star" by adopting for the C. N. R. 100,000 pound drawbar pull as the requirement for a locomotive ranking 100% on that road. This is probably the highest standard adopted by any line. The C. N. R. had at that time no engines rating higher than 35% on its new rating, and has not even now any that go as high as 100%, but they have engines that have a drawbar pull of 65,000 pounds, which gives them a percentage of sixty five. This rating means that for each 1% there is 1,000 pounds of drawbar pull or tractive energy delivered by the locomotive to the train.

At the end of five years, the Mechanical Department of Western Lines of the Canadian Northern Railway was in first class shape, and S. J. Hungerford's jurisdiction was extended over the Eastern lines of the System in May, 1915. For two years and a half he was Superintendent of Rolling Stock for the System at Toronto, having wider jurisdiction than that of the General Managers, but he built up no departmental walls. Although always a Mechanical Department officer, he was bigger than its limits would have made him, and always realized that engines and cars belonged to the Railway and not to the Mechanical Department, and that the good of the Railway as a whole was also the good of any department in it. So he set about the business of standardization of shop practices and of the distribution of rolling stock throughout the System. When that work had been completed,

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Elections In All the States

The quadrennial general election to be held Tuesday will, of course, embrace all of the States so far as the voting for President and Vice President is concerned. In addition there will be election of state officers, judges of supreme court, railroad commissioners, etc., in all of the States with the exception of Maine, which State elected its State officers and representatives in Congress last month.

In thirty five of the States Governors and full State tickets are to be chosen. In others the election will be confined to justices of the supreme court and minor officials. The States in which Governors are to be chosen are as follows:

Arizona, Arkansas, Colorado, Connecticut, Delaware, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Maine, Massachusetts, Michigan, Minnesota, Missouri, Montana, Nebraska, New Hampshire, New Mexico, New York, North Carolina, North Dakota, Ohio, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Washington, West Virginia and Wisconsin.

While the prohibition and woman suffrage issue, which have been voted on in a considerable number of States for years by their absence, there are numerous other proposed constitutional amendments and questions of various kinds to be submitted to the voters in the States.

In one or two of the States the voters are to be given an opportunity to express themselves for or against an entire revision of their State constitutions. In other of the States the questions to be submitted to the voters will deal largely with such matters as the extension of educational facilities, changes in the methods of taxation, irrigation and drainage projects, highway improvement, and various projects for internal development. The most of these will be of local interest, but a notable exception will be the vote in California on the proposed anti-Japanese land law, the result of which will be of more than national interest.

The Sixty-Seventh Congress, comprising 435 representatives, will be elected. The possibility of a change in the dominant party in the house lends interest to the congressional elections. The present Republican majority in the House is forty-six. The active fight of the Socialists and other minor parties to defeat some of the present representatives who are candidates for re-election and to elect some of their own representatives is attracting attention.

United States Senators are to be elected for in thirty two States. The States in which senatorial elections are to be held are as follows:

Alabama (two), Arizona, Arkansas, California, Colorado, Connecticut, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Missouri, Nevada, New Hampshire, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Utah, Vermont, Washington and Wisconsin.

He will have the direction of forces that spend more than 90% of the total operating expenses of the System, and these on the present mileage, (including the G. T. P.) and with the present scale of expenditure amount to 167 million dollars per annum. It is Mr. Hungerford's business to see that the great expenditures of money day by day on the publicly-controlled road are so made as to insure the largest return in condition of track structures and equipment and the movement of the largest amount of traffic possible.

Those who know S. J. Hungerford well, have complete confidence in his capacity. He is regarded as one of those men who, with the President, Mr. D. B. Hanna, will set new standards of devotion to duty and loyalty to employers—in this case the general public of Canada.

Little Betting On U.S. Election

NEW YORK, Oct. 27—For reasons that have not been satisfactorily explained the betting on the results of Tuesday's election appears to be very small in comparison with the amount wagered here in previous presidential contests. Brokers in the Wall street district who make a practice of placing bets on a commission basis are complaining that they never did so little business in wagers on a national election. With the election only a few days distant the amount of money now at stake in the financial district on the outcome is said to be the smallest that ever has been in the hands of the brokers at such a time. Several million dollars in wagers were handled by the New York brokers in the presidential election four years ago, but it is considered doubtful if the bets made this year will aggregate one million unless there should be an eleventh-hour rush on the part of those willing to risk money on their political judgment.

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