

Counsel, Canadian National Rys., Toronto.

Lady Shaughnessy and Hon. Marguerite Shaughnessy sailed from St. John, N.B., Apr. 3, on the Canadian Pacific Ocean Services' s.s. Melita, for England.

Harold George Studd, whose appointment as Auditor for Europe, C.P.R., London, Eng., was announced in a recent issue, was born at Tottenham, Eng., July 10, 1883, and entered transportation service in 1898, since when he has been to 1903, clerk, Great Eastern Ry., Stratford and London, Eng.; Mar. 4, 1903 to Aug. 31, 1905, clerk, C.P.R., London, Eng.; Sept. 1, 1905 to Nov. 30, 1913, cashier, Passenger and Management Departments, C.P.R., London, Eng.; Dec. 1, 1913 to Dec. 31, 1919, assistant chief clerk, European Manager's office, C.P.R., London, Eng., and acting accountant, Dominion Express Co., Liverpool, Eng.

E. R. Thorpe, formerly City Freight Agent, G.T.R., Toronto, was entertained at dinner by a number of his associates and presented with a gold and platinum watch chain and locket, on leaving to become General Agent, Freight and Passenger Traffic, Lehigh Valley Ry., Toronto.

Guy Toombs, Manager Transportation Department of the Canadian Export Co., Montreal, and formerly in the Canadian Northern Railway Freight Department, gave an address on transportation recently at the Laurentide School, Grande Mere, Que., tracing the development of transportation from the earliest date to the present day and illustrating it by moving and other pictures.

William J. Uren, who has been appointed Assistant General Superintendent, Quebec District, C.P.R., Montreal, was born at St. Marys, Ont., Jan. 23, 1872, and entered railway service Sept. 6, 1888, since when he has been, to June, 1890, telegraph operator, C.P.R., Hawk Lake, Rat Portage, Ont., and various other points; June, 1890, to Nov., 1892, agent and operator, C.P.R., Marclay and Dexter, Ont.; Nov., 1892, to Nov., 1898, Terminal Agent and Yardmaster, C.P.R., Ignace, Ont.; Nov., 1898, to June, 1903, dispatcher, C.P.R., Fort William, and Rot Portage, Ont.; June, 1903, to Apr., 1904, Chief Dispatcher, C.P.R., Rat Portage, now Kenora, Ont.; Apr. to June, 1904, Night Chief Dispatcher, C.P.R., Winnipeg; June, 1904, to May, 1905, Chief Dispatcher, C.P.R., Moose Jaw, Sask.; May, 1905, to Nov., 1908, Chief Dispatcher, and Relieving Trainmaster, C.P.R., Winnipeg; Nov. 1908, to Nov., 1909, Superintendent, C.P.R., Brandon, Man.; Nov., 1909, to June, 1910, Superintendent C.P.R., Moose Jaw, Sask.; June 1910, to Sept., 1912, Superintendent, C.P.R., Cranbrook, B.C.; Sept., 1912, to Nov., 1913, Superintendent, C.P.R., Calgary, Alta.; Nov., 1913, to Nov., 1918, Superintendent, and relieving General Superintendent, C.P.R., Toronto; Nov., 1918, to Apr., 1920, Superintendent, Farnham Division, Quebec District, Farnham, Que.

Barton Wheelwright, whose appointment as Engineer, Maintenance of Way, Portland Division, G. T. R., Portland, Me., was announced in our last issue, and whose resignation is announced in this issue, was born at Minneapolis, Minn., March 12, 1888, and entered G.T.R. service July 1, 1911, since when he has been, to May, 1912, draftsman, Toronto; May, 1912, to Nov., 1918, signal inspector, Asst. Signal Engineer, and acting Signal Engineer, successively, Montreal; Nov., 1918, to March 1, 1920, Engineer, Maintenance of Way, Grand Trunk Lines

in New England (U.S.R.A.), Portland, Me.

T. A. Wilson, who has been appointed Superintendent, Sudbury Division, Algonoma District, C. P. R., Sudbury, Ont., entered railway service in Jan., 1885, since when he has been, to July, 1892, successively, call boy, Stratford, Ont.; operator and brakeman, G.T.R.; July, 1892, to Oct., 1900, agent and operator at various points, Lake Superior Division, C.P.R.; Oct., 1900, to Oct., 1912, General Yardmaster, C.P.R., Ottawa, Ont.; Oct., 1912, to June, 1916, Assistant Superintendent, District 3, Lake Superior Division, C.P.R., Schreiber, Ont.; June, 1916, to Oct. 16, 1918, Assistant Superintendent, Smiths Falls Division, Quebec District, C.P.R., Smiths Falls, Ont.; Oct. 16, 1918, to April 1, 1920, Superintendent, Smiths Falls Division, Quebec District, Smiths Falls, Ont.

Andrew Williams, who has been appointed Superintendent, Farnham Division, Quebec District, C.P.R., Farnham, Que., was born at Mono Road, Ont., Feb. 22, 1872, and entered C.P.R. service, Jan. 1889, since when he has been, to 1892, telegrapher; 1892 to 1893, relieving agent; 1893 to 1894, assistant to car distributor and fuel agent, all Atlantic Division; 1895 to 1896, relieving dispatcher, St. John, N.B.; 1896 to 1898, trick dispatcher, St. John, N.B.; 1898 to 1904, Chief Dispatcher, Woodstock, N.B.; 1904 to 1905, rule instructor, Atlantic Division; 1905 to 1909, Trainmaster, Atlantic Division; 1909 to 1911, Assistant Superintendent, Atlantic Division; 1911 to Jan. 5, 1914, Assistant Superintendent, District 1, Lake Superior Division, North Bay and Sudbury, Ont.; Jan. 5, 1914, to Jan., 1916, Superintendent, District 2, Atlantic Division, Woodstock, N.B.; Jan., 1916, to Apr., 1917, Superintendent, District 1, Atlantic Division, Brownville Jct., Me.; Apr., 1917, to Apr., 1920, Superintendent, London Division, Ontario District, London, Ont.

James Miller Woodman, who has been appointed General Superintendent, New Brunswick District, C.P.R., St. John, N.B., was born at St. Marys, Ont., May 15, 1866, and served as brakeman, yardmaster, conductor and trainmaster, until 1910, when he went into the insurance business in Indiana. In 1911 he entered C.P.R. service and was appointed Superintendent of Terminals, Winnipeg, and in 1916 was appointed Superintendent of Terminals at Montreal, retaining that position until Oct., 1918, when he was appointed General Superintendent, Quebec District, Montreal, which position he held at the time of his present appointment.

Return of Empty Freight Cars from the United States.—The Railway Association of Canada has issued the following circular: The new codes of Car Service and Per Diem Rules of the American Railroad Association, effective Mar. 1, 1920, having been adopted by Canadian railways, regulations governing the handling of freight cars between railways operating in Canada, and between Canadian and United States railways, embodied in circular 98, issued by Canadian Railway War Board, Jan. 31, 1919, are cancelled. In present circumstances it is considered most desirable that no obstacle should be placed in the way of prompt return of empty Canadian cars to home rails and, therefore, until further notice, Canadian railways will continue to accept empty Canadian equipment from U. S. railways at any junction point, regardless of ownership.

## Grand Trunk Railway Construction, Betterments, Etc.

Ottawa Cross Town Tracks.—N. Cauchon addressed the Engineering Institute of Canada's Ottawa branch recently, urging the removal of the G.T.R. cross town tracks, and the members passed a resolution endorsing the proposal. The Ottawa City Council also had the matter brought before it recently by a deputation from city business organizations. It was arranged to promote the signing of petitions to the government, asking that the cross town tracks be removed. Two plans for the removal of the tracks are suggested, one for G.T.R. trains going west to leave the city over Canadian National Rys. lines, and the other that all trains cross the city through a tunnel.

Palmerston Car Shops and Yards.—The Palmerston, Ont., Town Council has been asked to close up certain streets in order to permit of the enlargement of the company's yards and the building of car shops. The council on April 4 decided to ask for full particulars of the proposed works before deciding.

Stoney Creek Road Bridge.—The Ontario Railway and Municipal Board's engineer is reported to have found that the bridge carrying the G.T.R. over the Stoney Creek road, near Hamilton, Ont., does not comply with the provisions of the act as to width and clearing height, and to have recommended that steps be taken to have it conform to the regulations.

London, Ont., Grade Crossings.—The Board of Railway Commissioners is reported to have been asked to send a representative to confer with the London City Council and representatives of the company regarding the construction of two subways and the question of track elevation. (April, pg. 182.)

## Record Run on a Michigan Central Rd.

We are officially advised that on Mar. 29 a special train, consisting of 2 cars and a locomotive, ran from Windsor, Ont., to Buffalo, N.Y., over the Michigan Central Rd.'s Canadian Division, 233.46 miles, in 3 hours and 29 minutes. The train, on board which were A. H. Smith, President, New York Central Lines, and H. Shearer, General Manager, Michigan Central Rd., left Windsor at 9.10 a.m., arriving at St. Thomas, where the locomotive was changed, at 10.40 a.m., leaving there at 10.46 a.m., arriving at Bridgeburg 12.20 p.m., and reaching Buffalo at 12.30 p.m. The mileages between these points, with the speed of the train, are as follows:—

	Mileage	Min.	Average miles an hour
Windsor to St. Thomas.....	109.50	90	73.06
St. Thomas to Bridgeburg 118.20	96	73.875	
Bridgeburg to Buffalo .....	5.67	17	66.06
	233.46	203	69.00

G.T.R. Station Employees.—A board of conciliation consisting of Justice MacLennan, Chairman, U. E. Gillen, representing the company, and F. Bancroft, representing the men, began an investigation April 12 into the demand of G.T.R. clerks and station employees for an increase of wages. The investigation affects some 1,400 employees who are connected with the Canadian Brotherhood of Railway Employees, which made the application for the board of conciliation.