

W. U. Appleton, whose appointment as Assistant to the Superintendent of Motive Power, I.C.R., Moncton, N.B., was announced in our last issue, was born at Moncton, Jan. 29, 1878. He entered the I.C.R. service as messenger, and was transferred to the locomotive shops as apprentice, Sept., 1895, since when he has been from Dec., 1899, to April, 1901, clerk in Mechanical Superintendent's office; April to Sept., 1901, machinist, Moncton shops; Sept., 1901, to Oct., 1902, clerk to Superintendent of Machinery and Rolling Stock; Oct., 1902, to May, 1903, clerk Master Car Builder's office; May, 1903, to May, 1904, clerk General Superintendent's office; May, 1904, he was appointed Chief Clerk to Superintendent of Motive Power, which position he still also holds.

Imperial Service Medals for long and meritorious service were presented to I.C.R. employees at St. John, N.B., recently. Following are the names of the recipients, with their occupation and length of service: G. Collard, brakeman, 34 yrs.; D. Driscoll, porter, 26 yrs.; P. Driscoll, porter, 31 yrs.; A. Fraser, blacksmith, 25 yrs.; I. B. Humphrey, station master, 36 yrs.; W. Kelley, conductor, 46 yrs.; J. H. Magee, tinsmith, 35 yrs.; J. Milligan, conductor, 47 yrs.; M. Manson, porter, 25 yrs.; J. McNulty, porter, 25 yrs.; D. McDonald, porter, 26 yrs.; E. L. Perkins, storekeeper, 36 yrs.; T. W. Prince, engineer, 44 yrs.; A. Rainnie, conductor, 48 yrs.; R. M. Scott, locomotive inspector, 36 yrs.; E. P. Shaw, checker, 35 yrs.; I. G. Stevens, policeman, 27 yrs.; E. Shaw, crossing man, 33 yrs.

E. Pennington, who has been elected President Minneapolis, St. Paul and Sault Ste. Marie Ry., consequent on the death of T. Lowry, was born at La Salle, Ill., Sept. 16, 1848, and entered railway service in 1869, since when he has been; to 1870, warehouseman; 1870 to 1872, brakeman; 1872 to 1875, conductor; 1875 to 1877, roadmaster; 1877 to 1879, Superintendent of Construction, 1879 to 1882, General Roadmaster; 1882 to 1884, Assistant Superintendent Chicago, Milwaukee and St. Paul Ry.; 1884 to June, 1888, Superintendent Minneapolis and Pacific Rd.; June, 1888, to Apr. 15, 1898, Superintendent Minneapolis, St. Paul and Sault Ste. Marie Ry.; Apr. 15, 1898, to Feb. 1, 1899, General Superintendent, same road; Feb. 1, 1899, to Mar., 1909, Vice-President and General Manager, same road.

P. W. Snider, Superintendent C.P.R. Telegraph Department, St. John, N.B., died there Mar. 22, of Bright's disease. He was born in Halton County, Ont., July 14, 1854, and learned telegraphy in the Dominion Telegraph Co.'s office at St. Catharines, Ont., in 1870. He was subsequently employed by the same company in Brantford, London, Toronto and Ottawa until 1877, when its lines were extended to the Maritime Provinces. He opened its office at St. John, N.B., in Oct., 1877, and was section manager for the Maritime Provinces until the consolidation of that company with the Western Union Telegraph Co. in 1881. From Aug., 1881, to 1889, he was cashier of the Western Union's St. John office, and was then appointed Manager of the C.P.R. Telegraphs, St. John office. In 1890 he was appointed circuit manager for the Maritime Province district, and in charge of the maintenance of lines, and in Nov., 1903, was appointed Superintendent.

D. Sutherland, who has recently been appointed General Agent, C.P.R., Prince Rupert, B.C., was born at Niagara Falls, Ont., Sept. 21, 1873, and entered railway service Dec., 1888, since when he has been consecutively: Passenger Agent's office, C.P.R., Toronto; Dec., 1890, to Oct., 1893, clerk in Assistant Freight Traffic Manager's office, same road, Toronto; Oct., 1893, to May, 1896, clerk in General Freight Agent's office, same road,

Toronto; May, 1896, to May, 1897, clerk in General Freight Agent's office, same road, St. John, N.B.; May, 1897, to May, 1899, City Freight Agent, same road, St. John, N.B.; May, 1899, to Dec., 1901, Travelling Freight Agent, Atlantic Division, same road, covering New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland; Dec., 1901, to Nov., 1906, General Freight Agent, Newfoundland Ry.; Dec., 1906, to Jan., 1909, Travelling Freight Agent, C.P.R., Vancouver, B.C.

Edward S. Piper, President of the N. L. Piper Railway Supply Co., Ltd., died in Toronto Mar. 24, aged 67, after several months' illness. He was a son of the late Noah L. Piper, one of the original York pioneers. He was educated at the Model School and Upper Canada College, Toronto, and at Dr. Tassie's grammar school in Galt. On leaving school he was associated with his father in the house-furnishing business. He was soon made a partner, and at his father's death succeeded to the business. He had a genius for invention, and patented many improvements in railway lamps. His success with these and other inventions led him to merge his house-furnishing business into that of railway supplies, in which he built up a very successful trade. He invented and patented many other railway appliances, including orderboards, semaphores, street gates, etc., which the railways have adopted and are still using. He was widely known among railway officials throughout the Dominion. He was an Anglican, a Freemason, an Oddfellow and a Forester. He is survived by a widow, one daughter and four sons. One of his brothers, H. L. Piper, is Managing Director of the Hiram L. Piper Co., Ltd., Montreal.

Cause of C.P.R.'s Montreal Accident.

In giving evidence at the inquest into the causes of the recent accident at Windsor St. station, Montreal, when an uncontrolled train ran into the waiting-room there, H. H. Vaughan, Assistant to the Vice-President C.P.R., said: "The cause of the accident had evidently been that the plug had been struck by the driving wheel, a very rare occurrence with this style of engine. It is a thing which would happen very suddenly. It was caused by the breaking of the spring hanger, which was probably due to some hidden defect in the material. Defects in the spring hangers are constantly occurring on account of their very severe service, although they are made of the best material possible. The breaking of this spring hanger would lower the boiler on one side, and cant it two or three inches toward the wheels. If the engine had lurched over as far as possible the driving wheel would have come in contact with the washout plug. That blown-out plug was the only thing that I could find on the boiler to account for the escape of steam. The needed repairs had all been made at Newport, and I received a report to that effect from the B. & M. locomotive foreman there. There were always minor repairs to be made after every run of 125 or 150 miles."

Asked as to how he accounted for the scalding of the engineer, he said he could not speak from knowledge, but proceeded to give his views as to what must have taken place after the fireman jumped: "My idea is that at first the engineer did not think that anything serious had happened. Otherwise I am convinced that he would have shut the throttle and applied the air brakes immediately. I do not suppose we have a man but would have done that. I think the engineer got off his seat to go to the side where the plug had blown out, and then found that the steam and water he was getting was very much worse than he expected. He probably at first thought that the gauge glass had broken, and as he felt for that he got a whole spurt of hot

steam and water in his face, and very likely inhaled some of the boiling vapor. Either that overcame him or he fancied that the whole side of the boiler had blown out, and staggered to the gangway and got off. I think this because it is so infinitely easy for an engineer to close the throttle and apply the air. I have often seen engineers leave their places and look at anything suspicious, leaving the engine running, and I am convinced that from his side of the cab, the thing seemed trivial, and the engineer went to fix it, with the result I have stated."

Mr. Vaughan then stated that while he could not speak from actual knowledge, as he had not seen the work done, the C.P.R. had had the track measured and an estimate of the efficiency of the brakes, under the conditions that were known to have existed, prepared by the Westinghouse Co., and on this information, which could be verified by the experts who supplied it, he gave the following explanation as to why the brakes did not act: "It is 1,930 ft. from the station buffer block to where the brakeman had first taken alarm. The brakeman thinks he acted very quickly; but he was excited. Probably three or four seconds elapsed between his realizing where the train was and actually applying the brake. He had to turn around, enter the door, think where the valve was, and then open it, all of which would have taken three or four seconds. At that time the train was probably travelling from 50 to 55 miles an hour, or from 70 to 80 ft. a second, so that it would have run 250 ft. before the valve was opened. Then after the valve is opened it would probably take $1\frac{1}{4}$ seconds before the full brake pressure was set. In addition, the broken spring hanger on the engine prevented the brakes from working on the engine, so that the train had only a small percentage of its total weight braked. Assuming a speed of 55 miles an hour, with the last car 300 ft. from the laundry, leaving about 1,600 ft. to the buffer bars at the station, and allowing for the length of the train, we would expect the train to have a speed of about 25 miles an hour when it hit the stop block, which would be sufficient to account for the accident. It is inconceivable that with the brake in perfect working order at Montreal Jct., it should be out of order when it was applied. As to the brakeman's idea that the brake did not set right, this was probably due to the fact that he was only accustomed to feeling the brakes applied from the engine, which was quite different to the effect when the brakes were applied from the rear of the train."

Cost of Accidents.—The Secretary of the Board of Railway Commissioners has issued the following circular to railway companies: "I am directed by the Board to request you to be so good as to furnish, for the use of the Commission, statements, under separate heads, all losses, direct and indirect, sustained by your company in Canada and charged or chargeable to the company during the company's last five financial years—including the cost of all repairs and renewals, damages for injuries to persons, payments in settlement of possible claims, and all other expenses—caused by and due to the following: head-on and rear-end collisions, side pitch-ins, open switches, broken rails."

The Minister of Railways, replying to questions in the House of Commons recently, stated that it was not the intention of the Government to add to the obligations already incurred in granting aid to railways. This was the reply to the final question, the previous questions having to do more particularly with an interview which the Premier of Alberta had with the Prime Minister and the Minister of Railways, when the desirability of aid being granted by the Dominion Government for the construction of railways in Alberta was urged.