

Lieut.-Col. Blair Ripley, C.B.E., D.S.O., whose appointment as Engineer, Ontario District, C.P.R., Toronto, was announced in our last issue, was born at Oxford, N.S., Aug. 29, 1880, and was from 1901 to 1903, Assistant Engineer, Canadian Northwest Irrigation Co., Great Falls & Canada Co., Alberta Ry. & Coal Co., and St. Marys River Ry., in Alberta and Montana, respectively; 1903 to 1905, Chief Engineer of Construction, St. Marys River Ry. in Alberta, and from 1904 to 1905, also Chief Engineer of Construction, Alberta Ry. & Irrigation Co.; 1905 to 1907, Resident Engineer on Construction, Grand Trunk Pacific Ry. in Manitoba and Saskatchewan, and Assistant Engineer on harbor work, G.T.P.R., Prince Rupert, B.C.; 1907 to May 1, 1916, Resident Engineer on grade revision, C.P.R., Maple Creek to Medicine Hat, Alta.; Resident Engineer on field work, Lethbridge viaduct, C.P.R.; Assistant Engineer in charge, Old Man River viaduct, C.P.R., Macleod, Alta.; Assistant Engineer in charge, Outlook viaduct, C.P.R., Outlook, Sask. On the completion of these works he was sent by the C.P.R. to Nova Scotia to report on betterments and improvements for the Dominion Atlantic Ry., and to organize and prepare for the replacement of some large and difficult bridges on the waters of the Bay of Fundy. In 1912 he was appointed Engineer in charge of Grade Separation, C.P.R., North Toronto. In 1916 he was appointed Lieutenant-Colonel of the Canadian Railway Troops 1st Battalion, raised for general railway and bridge construction work at the front. He was given the D.S.O. for services in the field and at the close of the war was made a Commander of the Order of the British Empire.

J. K. L. Ross, director, C.P.R., and who recently retired from the Dominion Steel Corporation's board of directors, has been elected a director of the Consolidated Mining and Smelting Co. of Canada, succeeding the late W. D. Matthews, who was also a C.P.R. director and father of Mrs. Ross.

Hon. N. W. Rowell is acting Minister of Public Works at Ottawa.

W. A. Sibbett, who was engaged by the Colombian Government recently to survey the harbor at Barranquilla for extensive water front improvements, was born at Bracebridge, Ont., Nov. 4, 1890, and educated at Barrie, Ont., and Toronto University graduating with honors in civil engineering in 1911. He qualified as an Ontario land surveyor in 1912, and after spending some time on municipal work was engaged as a surveyor on the C.P.R. at North Bay, Ont. In 1915 he surveyed harbors in British Columbia for the Dominion Government. He enlisted for active service in 1915 and went overseas as lieutenant in the 122nd Muskoka Battalion, just prior to which he qualified as a Dominion land surveyor.

Mrs. Somers, wife of G. O. Somers, died at St. Paul, Minn., Jan. 12, and was buried at Toronto. Mr. Somers, entered railway service at Toronto in 1879 as telegraph operator, Northern Ry., and was subsequently assistant agent, relieving agent, station agent, and clerk to Superintendent of that road; from 1880 to 1882 he was in private business in Chicago, Ill.; 1883 to 1885 successively, clerk in General Freight Department; acting General Baggage Agent, and chief clerk, General Passenger and Ticket Department, C.P.R., Winnipeg; 1886, chief clerk, General Passenger and

Ticket Office, Michigan Central Rd., Chicago, Ill.; 1887, Travelling Passenger Agent, Duluth, South Shore and Atlantic Ry., Marquette, Mich.; 1887 to Sept., 1894, successively chief clerk, General Passenger Department, and Assistant General Freight Agent, Great Northern Ry., St. Paul, Minn. In Sept., 1904, he was appointed General Freight Agent, Great Northern Ry., and later was transferred to a similar position on the Chicago Great Western Rd., which position he resigned in 1912 to enter the Canada Bond Co., Toronto. Shortly afterwards he resigned and returned to the United States and has latterly been in United States Railroad Administration's service.

R. W. Stovel, who was appointed Consulting Engineer, Westinghouse, Church, Kerr and Co., recently, was born at Toronto Feb. 22, 1877 and educated at Upper Canada College Toronto, Ridley College, St. Catharines, Ont., and McGill University. He entered Westinghouse Church, Kerr & Co.'s service in 1898, and all of his work has been in the U.S., with the exception of the design and construction of the C.P.R. passenger terminal and steamship pier at Vancouver, B.C. He enlisted for active service with the U.S. Army in Oct., 1917, and went to France with the Chief Engineer of the Transportation Service, and in Aug., 1918 was appointed Electrical and Mechanical Engineer in charge of the Pier Utilities Branch, Terminal Facilities Division, and in the following month was made chief of that division in charge of all French terminal facilities under the U.S. Army Transport Service's jurisdiction, with the rank of lieutenant-colonel.

Thomas Dennis Utley, whose appointment as Car Foreman, C.P.R., Weyburn, Sask., was announced in our last issue, was born at Leytonstone, London, Eng., Nov. 1, 1890, and entered railway service, Jan. 5, 1907, since when he has been to Mar. 4, 1910, Assistant Inspector, London Tilbury and Southend Ry., London, Eng.; Apr. 4 to May 21, 1911, laborer, May 22 to June 24, 1910, car cleaner, and June 25, 1910 to Mar. 29, 1911, car repairer, C.P.R., Winnipeg; Oct. 20, 1911 to Sept. 28, 1913, to Nov. 16, 1919, Car Inspector C.P.R., Swift Current, Sask. He was for a short while in Grand Trunk Pacific Ry.'s service as car repairer at Rivers, Man.

Hugh B. Walkem, Assistant District Engineer, C.P.R., Vancouver, is on sick leave, spending the winter in Southern California. He was one of the engineers engaged in the original location, and subsequent construction and maintenance, of the C.P.R., and has been in that company's service for nearly 39 years.

L. D. Walker, who has been appointed Waterworks Engineer and Inspector, Canadian Fire Underwriters' Association, Toronto, was, for a time in 1907, engaged as an engineer in the Maintenance of Way Department, C.P.R., at Montreal, and later, entered Grand Trunk Pacific Ry. service, being engaged on the construction at the Fort William terminals and the Lake Superior Branch. From 1909 to 1911 he was in the Chief Engineer's office, G.T.P.R., Winnipeg, and from 1911 to 1913, Assistant Engineer, Algoma Central and Hudson Bay Ry., Sault Ste. Marie, Ont., resigning in 1913, on receiving an appointment under the Dominion Public Works Department at Sault Ste. Marie, Ont.

G. T. Waugh, station agent, G.T.R., York, Ont., retired from active service,

Dec. 31, 1919, after 36 years with the company. On Jan. 5 he was presented with a club bag by the local staff and left for California.

Acceptance of Canadian Money at Par on Michigan Central Rd. in Canada.

We have been favored with copies of the following telegrams:

From John Bridge, President, Western Ontario United Boards of Trade, to Chief Commissioner, Board of Railway Commissioners, Ottawa, Jan. 10. "Dining car and Pullman conductors on Michigan Central between Niagara and Windsor are refusing to accept Canadian currency in payment for meals or other service. Crews are apparently acting in good faith, under misapprehension of instructions from United States Railroad Administration. Hope that prompt measures can be taken to present this injustice on Canadian soil."

From Chief Commissioner, Board of Railway Commissioners, to John Bridge, Jan. 12, "Telegram re Michigan Central received. Am taking energetic measures."

From Chief Commissioner, Board of Railway Commissioners, to D. W. Donahue, Superintendent, Michigan Central Rd., St. Thomas, Ont., Jan. 12. "Complaint just received that your employees, acting under instructions, are refusing to accept Canadian currency for Pullman and dining car service. Please see this is discontinued immediately, and wire me to that effect."

From D. W. Donahue, Superintendent, M.C.R., St. Thomas, Ont., to Chief Commissioner, Board of Railway Commissioners, Jan. 12. "Your wire date. Instructions referred to are addressed to agents, conductors, etc., in the United States. Canadian currency or coin is accepted at par in Canada."

From Chief Commissioner, Board of Railway Commissioners, to John Bridge, President, Western Ontario United Boards of Trade, London, Ont., Jan. 12. "Michigan Central wires Canadian currency is accepted at par in Canada."

From John Bridge, London, Ont., to Chief Commissioner, Board of Railway Commissioners, Jan. 13. "Wires received on Jan. 9 and 10. Pullman and dining conductors Michigan Central west-bound passenger train 23, Buffalo to Detroit, refused to accept Canadian money for services rendered on Canadian soil. Understand now these crews placed wrong interpretation on order issued by U.S. Railway Board."

Railway Employees' Voting — Polls were opened at a number of railway centers prior to Jan. 1, for the municipal elections in Ontario cities. It was reported Jan. 6, in Stratford, Ont., that in the two days the poll was open only 11 votes were recorded, and that the cost of recording them was \$24.

Barsa-Bagdad Ry.—A London, Eng., cablegram of Jan. 1, states that it is expected to have the Barsa to Bagdad railway in Asiatic Turkey completed for traffic at an early date. Construction is reported to be progressing at the rate of 14 miles a day. A daily passenger train is expected to make the trip in 28 hours at the opening of the line, which will be reduced to about 12 hours when the line is got into thorough working order. Freight trains will, it is stated, make the trip in 48 hours.