

Mr. S. J. Hungerford

Newly Appointed Vice-President of Canadian National Railways.

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 lathes 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, Easterner or Westerner, 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 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 4,500 miles in 1884 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 pounds 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, "hitched his chariot to a star" by adopting for the C. N. R. 100,000 pounds 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 drawback 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 of 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 his 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, a vacancy occurred in the General Managership of the Eastern Lines of the Canadian Northern and Mr. Hungerford was appointed to the position, which he occupied until the consolidation of the lines of the Canadian Government Railways with those of the Canadian Northern Railway System was effected one year later. Again there was the necessity for standardization in connection with the shop practices and equipment of those two systems, but the Canadian National management did not deem it desirable to make a separate Mechanical Department. So a new title was created—Assistant Vice-President—and Mr. Hungerford was appointed to it. As such, he was the head of the mechanical end of the great system, and second in command of the Operating and Maintenance forces. This arrangement was continued until the recent appointment of Mr. M. H. MacLeod as Vice-President in charge of Construction for the System. Mr. Hungerford in sequence becoming Vice-President of Operating and Maintenance activities.

The job of Operating Vice-President is one of the most important in railway service, and, as the Canadian National is easily among the biggest of railway systems, S. J. Hungerford's new job may be classed in like proportion.

He will have the direction of forces that spend more than 90% of the total operating expenses of the System, and those on the present mileage (including the G. T. R.) and with the present scale of expenditure amount to \$67 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.

Thrown Through Windshield

Alex. McDonald of Picton Had Ear Almost Cut Off on Pinnacle St.

Alex. McDonald of Picton was very seriously injured about twelve-thirty o'clock this morning on Pinnacle street just north of Mr. J. Lafferty's livery when a car he was in ran into the asphalt roller of the Standard Paving Company. The car was being driven northward by Mr. Ed. Alger of Picton, who had with him in the front seat McDonald and in the rear seat Robert Dunlop and Samuel Burns. The driver claimed he did not see the roller. There was a little rain falling at the time. It was said by Mr. Alger that the car was making ten miles per hour.

The sudden stop drove McDonald through the windshield, the broken glass almost severing his left ear from his head. He also suffered a bad cut in the face. Officers Thompson and White carried him to the police station. Officer White stopping the flow of blood as much as possible, while P. C. Thompson was getting the doctors. Drs. Yeomans, Cronk and Robertson arrived on the scene in short time and gave temporary dressing, afterwards having McDonald taken to the hospital. McDonald had bled profusely and the physicians commended Constable White's efforts to stop the flow of blood.

The car was quite badly wrecked. It was No. 13907.

CARMEL

Sunday school was the only service at this appointment on Sunday. Halloween was celebrated on Saturday evening by several of our juvenile friends.

Messrs. Chas. Roper of F. Whitney are on a hunting excursion for a few days.

Mrs. Smith and Miss Kirby spent the week-end at Mr. Vanderwater's. Mrs. Patterson and Mrs. Reid visited Mrs. Parks, Mount Pleasant, on Thursday.

Mr. W. S. Gilbert, Cannifton, visited in our neighborhood on Thursday of last week.

Mr. and Mrs. Albert Ross spent Sunday at Deseronto.

Several from this district attended the Sunday School convention at Belleville.

Mr. F. Juby, Belleville, spent Sunday at Mr. Reynolds'. Miss Rosalyn Guay is spending a few days with Mr. J. Latourne, Sr.

Mrs. Brintnell and Mrs. Fairman spent Sunday in Foxboro.

We are sorry to report Mrs. Jno. Latourne at the hospital, suffering from an attack of gall stones.

K. of C. Held A "Stag" Night

Julius Brazil Entertained Local and Visiting Knights

The Knights of Columbus held a most enjoyable evening at their Council Chamber and Club last evening in the form of a "Stag Night." Members of the craft from many outside towns attended including Hamilton, Toronto, Kingston, Brockville, Lindsay and other places. Mr. Julius Brazil, the famous Toronto entertainer, was in charge of the amusements and his programme was a treat from beginning to end. Short addresses were given by Rev. Father Whalen, P. G. Knight J. V. C. Truatsch, Grand Knight C. T. Dolan and Lecturer C. C. St. Charles. The various committees in charge of the function were supervised by Assistant Lecturers Harold Barrett and James Boyle, who came in for many words of praise from the members for the big success of the evening.

Wedding Bells

FAHEY-O'SULLIVAN

A quiet but pretty wedding took place at 9 o'clock on Wednesday morning, Oct. 27th at St. Mary's Church, Marysville, when Rev. Father Meagher united in marriage Miss Estella, youngest daughter of Mrs. Joanna O'Sullivan and Michael Fahey. The bride and groom were unattended. The fair young bride looked daintily in her travelling suit of blue serge opening over a dainty crepe blouse with large black hat and marabou fur. After the ceremony and nuptial mass, the bridal party accompanied by a few intimate friends, motored to the home of the bride's mother where a dainty wedding breakfast was served to about twenty-five friends.

The groom's gift to the bride was a snubnurt of pearls. He also presented Mrs. J. F. O'Sullivan, who played the wedding march, with a gold and amethyst rosary.

At two o'clock the young couple motored to Belleville where they left for Toronto and Niagara. The popularity of the bride and groom was shown by the large number of checks and gifts of cut glass and silver they received. All join in wishing Mr. and Mrs. Fahey a happy wedded life.

MOORE-BUTCHER

A very quiet, pretty wedding was solemnized at Trinity Church, on Wednesday, October 27th, 1920, at 3 o'clock, when Miss Elizabeth Butcher was united in marriage with Mr. Charles Moore, of Guelph. The wedding party passed down the aisle to the strains of "Lohengrin's Wedding March." Mr. and Mrs. Will Jaynes of Richmond, acting as groomsmen and bridesmaid. The Rev. Dr. Shorty performed the ceremony, and after the signing of the register, Mr. and Mrs. Moore were given a buffet luncheon at the parsonage, and later at the home of Mrs. Young, the bride entertained a few friends. She wore a most becoming gown of soft grey silk, with panne velvet hat to match. A few friends were present at the church to witness the service, and amid sunshine showers of confetti and good wishes the bride and groom drove to their future home—Napsee Beaver.

CAMPBELLFORD

Miss Alma Saunders of Vancouver, B.C., is visiting Mrs. R. V. Bullen.

Mrs. Geo. Hood and little daughter Jean, and Mrs. Robt. MacDonald, have returned home after visiting friends in Toronto.

Mr. John Hall spent a few days last week in Toronto with his sister, Mrs. Patterson, and family, before their leaving for the west.

Mr. Will J. Hall has returned from a visit to his brother in Hornell, N.Y. Mrs. Patterson accompanied him from Toronto.

Mrs. J. Wesley Morgan, of Grafton, spent a few days of the past week with her grandparents, Mr. and Mrs. Wm. Oliver.

Mr. Douglas W. Frederick, who is attending McGill University, was chosen a member of the track team for the International University Tournament, which takes place at Toronto on Friday of this week. D. W. won the half-mile for first and second year men at McGill, instead of the mile race as reported last week.

Mr. Tobias Forestell, son of Mr. and Mrs. Jas. Forestell was called to the bar on Thursday, October 22nd, at the International University for the International University Tournament, which takes place at Toronto on Friday of this week. D. W. won the half-mile for first and second year men at McGill, instead of the mile race as reported last week.

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Struggle Against Radicals Started

U. S. Textile Manufacturers Are Weeding Out Employees—Workers Are Warned.

PHILADELPHIA, Nov. 2.—J. L. Benton, managing director of the Philadelphia Textile Manufacturer's Association, in a statement, declared the manufacturers had determined to "free themselves from radical unionism," as well as of a large number of inefficient workers.

"Between 110,000 and 125,000 employees of textile mills in Philadelphia will be out of work this winter unless they watch their step," said Mr. Benton. "The weeding out has already begun. Approximately 40,000 have already been dropped. Whether the remainder will follow depends to a considerable extent upon the workers themselves."

"The textile manufacturers are not opposed to unions. They believe labor organizations have done and will do good. But they are opposed to radical leaders and are going to the mat here and now with them."

Mr. Benton predicted a general stabilization of the textile trades within the next sixty days, followed by a marked reduction in prices to the consumer. "Wages will not be cut," he added, "until purchasing power of the dollar is as near as possible to normal."

There are approximately 700 textile mills in Philadelphia giving employment to about 225,000 workers, with a normal weekly payroll of more than \$2,000,000.

International Sporting Interest Returns

Test Cricket Match Between H.C.C. and Australia Has Been Resumed.

MELBOURNE, Australia, Nov. 2.—The resumption this year of the test cricket matches between the H.C.C. and Australia after a period of eight years signals the return to international sporting interest of this pre-war classic, which was obscured by the outbreak of hostilities in 1914. The English team is at present in this country, having started its schedule last Saturday against West Australia—and during its sojourn in the Antipodes will play no less than twenty-six matches, according to its schedule before sailing for home on March 13. The players will have the chance of getting into form before they commence the Test series on December 17, having nine state matches to play in the meantime. Other dates set for the Test matches are December 31, January 14, February 11 and February 25.

Comment is rife among sport critics here as to whether the English side is really as strong as that which last visited this country in 1911-12. Of that team, it is pointed out, J.W.H.T., "Alphabet" Douglas, Hobbs, Rhodes, Woolley, Hoarce and Strudwick are as good if not better than they were then, but two bowlers of the present side, Parkin and Howell, are not considered the equals of F.R. Foster and Barnes, either with the ball, bat, or in the field. Others on the English side include Russell, Makepeace, V.W.C. Jupp, E. R. Wilson, Waddington, P. G. H. Fender, and Hendren.

In previous Test matches two of the players, Hobbs and Rhodes, have already proved their ability to do great things; the former in his twenty-seven innings against Australia has scored 1,320 runs, with an average of 55.00, while Rhodes in fifty-five innings in Test matches has been fourteen times not out, scored 1,397 runs, with an average of 34.07, and taken 97 wickets at 23.28. Thus Rhodes only requires three wickets to complete his 100 in these games. If he gets these, which is highly probable, he will enjoy the unique distinction of being the first English player to make over 1000 runs and capture 100 wickets in Test matches against Australia.

Exactly what strength of the Australian eleven will be speculative at present, and will not be known until it has been tried in the first Test matches. The probable line up, according to expert opinion, will be: H. Carter, still believed to be the best wicket-keeper in this country; W. Bardsley, C. Kellaway, C. G. Macartney, W. W. Armstrong, V. S. Ransford, J. M. Gregory, C. E. Pellow, C. B. Willis, J. M. Taylor and H. L. Collins. Should he have sufficiently recovered from wounds, R. J. Massie will no doubt take the place of Taylor. It is fairly certain, at any rate, the claims of all the above will be carefully considered, and unless some of the young players that have never previously appeared in a Test match get a chance, this year the Australian side for the first game is not likely to differ very much from the above.

While not forecasting a victory for the Australian side, sport critics consider that the Antipodeans will be as hard as ever to beat with such men as Gregory, a great fast bowler and first-class batsman, notable all-round players like Armstrong, Macartney, Kellaway and Collins, and splendid batsmen of the calibre of Bardsley, Ransford, Willis, Pellow and Taylor, included among its personnel. Every man is good for a big score, and every man is a great fielder. The Australians will rely upon Gregory, fast, Collins, left-hand slow, Macartney, left-hand medium to medium fast, and Kellaway, medium pace, with plenty of variety, to do the bulk of the bowling—an attack that will not be easily mastered.

When in England last year playing on the side composed of members of the Australian Imperial Forces, Kellaway in nine innings scored 505 runs, Willis made 1,652 in forty-four innings, Collins in forty-four innings obtained 1,615, and also took 106 wickets. Pellow scored 1,280 in forty innings, Taylor 1,187 in thirty-nine visits to the wicket, and Gregory took 131 wickets and hit 942 runs.

It is considered the variety of its attack may give the Australian team an advantage in bowling, but the batting of the English side should be stronger, and this, providing the fielding is reasonably good, ought to win England the majority of the Test matches.

Trans-Atlantic Airship Service

Vickers' Chief Engineer Outlines Plans For One Sailing Each Way A Week.

LONDON, Nov. 2.—Chief Engineer Pratt, of the airship department of Messrs. Vickers, in his book "Commercial Airships," describes his scheme for a trans-Atlantic airship service. He proposes a minimum of three airships, two in use at a time and a third standing by so that each ship could lay up periodically for overhauling.

The journey would normally occupy fifty to sixty hours, so that each ship could make two crossings a week. But he thinks one sailing each way a week would meet all requirements. On each voyage 24 tons of passengers, mails and light freight could be taken. The weight of a passenger is estimated at 170 pounds, his luggage 100 pounds, and food 30 pounds. On this basis 100 passengers would be allowed for, leaving 10½ tons for mails and light freight.

The total capital required would be \$2,500,000, which would provide three ships of 14,000,000 cubic feet capacity, costing \$500,000 each, two airship sheds, two mooring towers, land for airbases, offices, workshops, wireless accessories and working capital. The running costs for each crossing are estimated at \$2,250, or \$234,000 for the year's trips, and a total annual cost of the service works out to \$247,400. He adds 10 per cent on capital, assumes that only an average of 83 per cent of the possible paying load would be carried, and finally arrived at a cost of \$77 a passenger for London to New York, and for freight \$575 a ton, or fourpence an ounce, and five shillings and fourpence a pound for mail matter.

The London Times Berlin correspondent who visited the Staaken factory and inspected the new German giant monoplane, says he is informed there is no intention of attempting an Atlantic flight with her.

OBITUARY

BESSIE MAY CLARKE.

Bessie May Clarke, daughter of Mr. and Mrs. Roy Clarke, 105 Yeomans St., passed away on Saturday, Oct. 30, aged 7 years and 5 months.

Surviving are her sorrowing parents, two sisters and four brothers. The funeral was held yesterday afternoon at 2.30 at Belleville cemetery. The services were conducted by the Rev. A. H. Foster, of Holloway St. Church.

Mr. and Mrs. Clarke have the sympathy of their many friends in their sad bereavement. The floral tributes were many and beautiful.

A precious one from us has gone. A voice we loved is still. Her place is vacant in our home. Which never can be filled.

Father and Mother.

CARD OF THANKS

Mr. Willoughby Wilkins and family desire to express their sincere thanks to their many friends for many acts of kindness and sympathy extended to them during the long illness and death of wife and mother.

SINCLAIR'S

Children's Coats At Low Prices

offer splendid saving possibilities. The average child wants a Coat that will be good and warm, and at the same time mothers demand that it be well made and stylish. Fashioned of sturdy, good-looking woolen materials in a variety of good models, they are about the best examples of value-giving you will find. Shown in Navy, Brown, Copen, Scarlet, Grey and Rose, in sizes 2 to 5 years. Regularly priced \$7.50 to \$11.50—to clear at \$5.00 to \$9.50. It is hardly necessary for us to suggest early choosing, while the variety is complete.

Attractive Frocks For School Girls

Nothing can quite compare with the joy a new school dress gives the average child. Why not let your school-age daughter have one of these new wool Serge Frocks? She will rejoice in its prettiness, and you will congratulate yourself over having found so durable and so charming a garment. A good assortment of embroidered or braid-trimmed styles, in Brown and Navy, affords pleasing selection. Sizes 6 to 14 years. Priced \$9.50 to \$12.50.

Silk Hosiery Special \$1.85 pr.

Here are Hosiery values which we are certain no one will fail to appreciate. They comprise Silk Hose in Venus, Radium, Circle Bar, Monarch and Queen Quality Brands. All are perfect in quality and are regularly \$2.25 to \$2.75 pair. Black, White and colors at \$1.85 pair.

Viyella Flannel \$1.00 per yard

We have at this price 2 pieces only of Viyella Flannel, in a tan shade. It is 32" wide and is guaranteed unshrinkable. The price was \$1.75 per yard—to clear at \$1.00 per yard.

Heavier Underwear

—is much in demand now, and to be sure of obtaining just the quality and style you desire, we suggest buying at once. Pure wool, mixtures, and cotton are obtainable.

Twilinta

In our window we have a display of this excellent cotton fabric. It is a most desirable material for pajamas, night-gowns, blouses and other garments, being shown in a variety of striped patterns. It is 35 inches wide and will be found to give full value—or more—in long-wearing service. Priced \$1.00 per yard.

Pure Table Linens

One would never realize that Pure Table Linens are scarce, judging from our large assortments. You may obtain PURE LINEN here at \$2.50 to \$3.00 per yard. Pattern cloths in Pure Linen at reasonable prices.

SINCLAIRS



Quick

Chief Kidd on t

New Head of Police D

rives

Chief Kidd, of Parryville's new Chief Constable in the city at eleven morning. This afternoon introduced by Mayor Riggbers of the police force.

The new chief constable a fine record at Parryville in case of B.O.T.A. record of fifteen months been discovered. The Belleville has secured chief officer is felt by a Chief Kidd.

He is a keen, clean-cut and well proportioned to impress the public with the law.

Chief Kidd's wife and son will follow to Belleville early date.

On arrival at the police new chief set to work touch with the local situation.

Tourists From United States Favor C

Vacationists From States Visited One H Season

TORONTO, Oct. 30.—A summer resort district favored by United States and ever-increasing degree by statistics just compiled. The number of visits "Highlands of Ontario" now high level during the year. In the Lake of Bays Bigwin Inn, Canada's premier resort hotel, which the reception of guests in had visitors from twenty. These vacation seekers many cases from distant parts Southern and Western States from Seattle on the Pacific and Boston on the Atlantic. More than two hundred stayed at the hotel from State alone. The big hotel guests from practically important point in Canada to Vancouver.

ARMOUR QUITTING MARKET

Montreal, Nov. 2.—Armour the Canadian market parently Canada is not for this meat-packing firm.