

had been engaged by the Government to inspect and ship hard pine dimension timber from Louisiana and Texas to Port Nelson on Hudson Bay.

KARL FRITJOF NYSTROM, whose appointment as Chief Draughtsman, Car Department, G.T.R., Montreal, was announced in our last issue, was born in Sweden, Sept. 2, 1881, and entered transportation service on this continent, in 1905, since when he has been, to 1908, draughtsman, Pressed Steel Car Co., Pittsburgh, Pa.; 1908 to 1909, draughtsman, Pullman Co., Chicago, Ill.; 1909 to 1911, designing engineer, Southern Pacific Co., San Francisco, Cal.; 1911 to 1912, Assistant Mechanical Engineer, American Car and Foundry Co., St. Charles, Mo.; 1912 to Oct., 1913, Mechanical Engineer, Acme Supply Co., Chicago, Ill.

ERNEST HUMPHRYS, whose appointment as Fuel Agent, Alberta Division, C.P.R., Calgary, was announced in our last issue, was born at Hull, Eng., Sept. 24, 1869, and entered C.P.R. service Aug., 1897, since when he has been, to Sept., 1898, clerk in Mechanical Department, Donald, B.C.; Sept., 1898, to Aug., 1899, stenographer, Mechanical Department, Vancouver, B.C.; Aug., 1899, to May, 1904, chief clerk to Master Mechanic, Revelstoke, B.C.; May, 1904, to Jan., 1908, chief clerk to Assistant to Second Vice President, Winnipeg; Jan., 1908, to Aug., 1913, chief clerk to Superintendent of Motive Power, Western Lines, Winnipeg.

E. H. WOOD, whose appointment as Divisional Car Foreman, Ontario Division, C.P.R., Toronto, was announced in our last issue, was born at St. John, N.B., Dec. 30, 1880, and entered C.P.R. service July 4, 1899, since when he has been, to Nov. 7, 1899, car repairer, St. John, N.B.; Dec. 4, 1899, to Apr. 30, 1900, car repairer, West St. John, N.B.; May 24, 1900, to July 31, 1903, car repairer, St. John, N.B.; Aug. 1, 1903, to Jan. 31, 1904, Car Inspector, St. John, N.B.; Feb. 1, 1904, to June 23, 1911, Car Foreman, St. John, N.B.; Jan. 24, 1911, to Apr. 8, 1912, Assistant Car Foreman, Hochelaga, Que.; Apr. 9, 1912, to Sept. 4, 1913, Car Foreman, Hochelaga, Que.

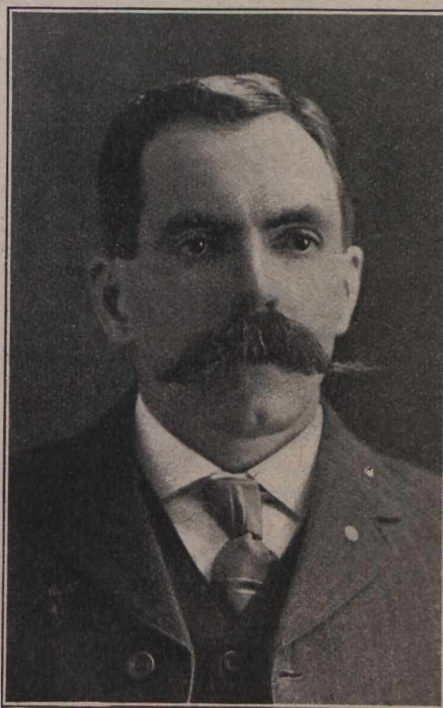
COLIN D. MACKINTOSH, A.M. Can. Soc. C.E., whose appointment as Division Engineer, Saskatchewan Division, C.P.R., Moose Jaw, was announced in our last issue, was born at Auckland, New Zealand, Sept. 24, 1882, and served his apprenticeship and student years, from 1900 to 1905, with Kyle, Dennison and Laing, Civil Engineers, and at the Glasgow and West of Scotland Technical College, Glasgow, Scotland. He entered C.P.R. service in 1905, during which year he was on location survey, Toronto; 1905 to 1909, transit man; 1909 to 1910, Resident Engineer; 1910 to 1911, Locating Engineer; 1911 to Aug., 1913, Assistant Engineer on construction of double track, all on Western Lines.

W. U. APPLETON, who has been appointed General Master Mechanic, Intercolonial Ry., Moncton, N.B., was born there, Jan. 29, 1878, entered I.R.C. service as a messenger, and was transferred to the locomotive shops, serving an apprenticeship to Dec., 1899, since when he has been, to Apr., 1901, clerk in Mechanical Superintendent's office; Apr. to Sept., 1901, machinist; Sept., 1901, clerk in 1902, clerk to Superintendent of Machinery and Rolling Stock; Oct., 1902, to May, 1903, clerk in Master Car Builder's office; May, 1903, to May, 1904, clerk in General Superintendent's office; May, 1904, to Mar., 1909, chief clerk to Superintendent of Motive Power; Apr., 1909, to Sept., 1913, Assistant to Superintendent of Motive Power.

G. W. ROBB, whose appointment as Superintendent of Motive Power, G.T. Pacific Ry., Transcona, Man., was announced in our last issue, entered transportation service in

1880, since when he has been, to 1885, car repairer and apprentice, G.T.R., at Montreal, Brockville, Ont., and Point Levi, Que.; 1885 to 1886, improver, Northern Ry., Toronto; 1886 to 1888, machinist and leading hand, C.P.R., Winnipeg and Broadview, Man.; 1888 to 1889, night foreman, G.N.R., Breckenridge, Minn.; 1889 to 1891, day foreman, G.N.R., Willmar, Minn., and Glasgow, Mont.; 1891 to 1893, Locomotive Foreman, Chicago and Great Western Ry., South Des Moines, Ia.; 1893 to 1895, Shop Foreman, Canada Atlantic Ry., Ottawa; 1895 to 1907, General Foreman, Canada Atlantic Ry., Ottawa; 1907 to 1909, Assistant Master Mechanic, G.T. Pacific Ry., Rivers, Man.; 1909 to Oct., 1913, Master Mechanic, G.T. Pacific Ry., Rivers, Man.

JAMES ROSS, who died in Montreal recently, is said to have left an estate of about \$13,000,000. He bequeathed about \$400,000 to hospitals and other public institutions. Mrs. Ross receives \$100,000 in cash and an annuity of \$75,000 a year for life, together with the Montreal house, its contents, etc. The only son, J. K. L. Ross,



F. E. Warren,
General Car Foreman, Manitoba Division, Canadian
Pacific Railway.

and Mrs. J. K. L. Ross, get \$50,000 each in cash. \$1,000,000 is also to be paid the son to enable him to carry on any industry in which he may now be interested. He is also to get an annuity of \$75,000 a year, and when 40 years old is to get the residue of the estate. A number of legacies and annuities are left to relatives and friends, including the following: To Mr. Ross's only sister, who is the wife of Jas. Grace, Secretary, Toronto, Esq., \$10,000 a year for life, the annuity to be continued to her daughter; Granville C. Cunningham, formerly of Toronto and Montreal, and now of London, Eng.; F. L. Wanklyn, General Executive Assistant, C.P.R., Montreal; Phelps Johnson, Vice President and Managing Director, Dominion Bridge Co., and G. H. Dugan, General Manager, Dominion Bridge Co., get \$5,000 each.

F. W. FORSTER, Agent, C.P.R. and Dominion Ex. Co., Liverpool, Eng., who died at Blundellsands, Liverpool, Eng., Oct. 7, was born at Sunderland, Eng., in 1871, and entered transportation service in the office

of Culliford, Clark and Co., Liverpool. Prior to the opening of the Manchester Ship Canal in 1894, he moved to Manchester, and, until 1896, was in charge of the Neptune Navigation Co. there, leaving to join Elder, Dempster and Co.'s Liverpool staff. He was appointed Traffic Agent, C.P.R., Bristol, in Oct., 1903, and Agent, C.P.R. at Liverpool in July, 1911. He was a brother of Lieut. Forster, R.N.R., who has recently resigned from the command of the C.P.R. s.s. Empress of Ireland on his appointment as Marine Superintendent for the company at Liverpool. A circular announcing the death, issued by G. McL. Brown, European Manager, reads as follows: "In the passing of Mr. Forster, the company loses one of its most promising officers. Conscientious and able, his devotion to duty was apparent in all his actions, and his upright character, his kindly heart and delightful personality endeared him to all with whom he came in contact."

GUY SEBERN LYTLE, whose appointment as Car Service Agent, Manitoba Division, C.P.R., Winnipeg, was announced in our last issue, was born at Denison, Iowa, Sept. 23, 1878, and entered railway service Sept. 1, 1891, since when he has been, to Feb. 1, 1893, messenger, Seattle and Northern Ry., Anacortes, Wash.; Feb. 1, 1893, to Jan. 7, 1897, agent, Seattle and Northern Ry., and Seattle, Lake Shore and Eastern Ry., at various points in Washington; Jan. 7, 1897, to May 2, 1898, operator and clerk in Superintendent's office, Seattle, Lake Shore and Eastern Ry., Seattle, Wash.; May 2, 1898, to Mar. 31, 1901, dispatcher, Seattle and International Ry., and Northern Pacific Ry., Seattle, Wash.; Mar. 31, 1901, to Feb. 16, 1907, dispatcher, Northern Pacific Ry., Tacoma, Wash.; Feb. 16, 1907, to Sept. 1, 1909, dispatcher same road, Missoula, Mont.; Sept. 1, 1909, to May 16, 1911, Assistant Chief Dispatcher, same road, Missoula, Mont.; May 16, 1911, to Sept. 5, 1912, Inspector of Train Dispatching, same road, St. Paul, Minn.; Sept. 5, 1912, to Apr. 9, 1913, Chief Dispatcher, same road, Missoula, Mont.; Apr. 9 to Aug. 25, 1913, Inspector of Transportation, C.P.R., Winnipeg.

Railway Subsidies in Alberta.

The Alberta Legislature was asked by the Premier, Oct. 18, to extend the guarantee of bonds for the construction of return lines of the Canadian Northern Ry., and of the Grand Trunk Pacific Branch Lines Co. These lines are either under construction, or their construction has been authorized, and the present extension of time is necessary to enable them to be completed.

Another resolution was submitted guaranteeing the Central Canada Ry. bonds to the extent of \$20,000 a mile, for the building of a line from a point on the Edmonton, Dunvegan and British Columbia Ry., to Peace River Crossing, about 100 miles. At least 50 miles is to be constructed before Dec. 31, 1914, and the line completed and ready for traffic before December 31, 1917. Specifications are to be the same as those of the Edmonton, Dunvegan and British Columbia Ry.

Another resolution was for the purpose of encouraging the building of light railways into parts of the country away from the main lines, similar to the Blindman Valley, near Lacombe, as branches of the main lines. The resolution provided for making of grants of \$2,000 a mile, towards the construction of such lines as may be from time to time approved by the Government.

The measures setting out in detail the lines affected, and the conditions of the grants, were subsequently submitted to the Legislature.