

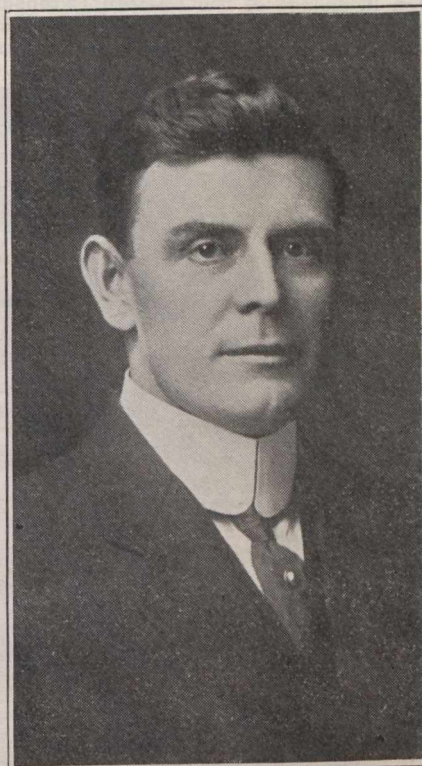
the latter date, associated with municipal engineering at Port, Arthur, Ont.

Herbert Gates Reid, who has been appointed Superintendent of Rolling Stock, Canadian Government Railways, Transcona, Man., was born at Pembroke, Ont., Oct. 27, 1863, and entered railway service in 1884, since when he has been, to Nov., 1884, wiper, C.P.R., North Bay, Ont.; Nov., 1884, to Nov., 1887, fireman, C.P.R., North Bay, Ont.; Nov., 1887, to Dec., 1905, locomotive man, C.P.R., North Bay, Ont.; Dec., 1905, to June, 1906, relieving Road Foreman of Locomotives, C.P.R., North Bay, Ont.; June, 1906, to Feb., 1907, locomotive man, C.P.R., North Bay, Ont.; Feb. to Apr., 1907, Locomotive Foreman, C.P.R., Chapleau, Ont.; Sept., 1907 to Oct., 1908, District Master Mechanic, District 1, Lake Superior Division, C.P.R., North Bay, Ont.; Oct., 1908, to Apr., 1915, Master Mechanic, Lake Superior Division, C.P.R., North Bay, Ont.; Apr., 1915, to May, 1916, Master Mechanic, Saskatchewan Division, C.P.R., Moose Jaw; May to Sept. 30, 1916, Master Mechanic, District 3, National Transcontinental Ry., Transcona, Man.; Sept. 30, 1916, to Mar. 15, 1918, Assistant Superintendent of Rolling Stock, Canadian Government Railways, Transcona, Man.

W. J. Hamilton, who has been appointed Locomotive Foreman, G.T.R., Brockville, Ont., entered railway service in 1883, since when he has been, to Oct., 1906, laborer, stripper and engine tester, G.T.R., Stratford, Ont.; Oct., 1906, to July 1, 1907, Road Foreman of Locomotives, Central Vermont Ry., St. Albans, Vt.; July 1, 1907, to June 30, 1908, Locomotive Foreman, G.T.R., Palmerston, Ont.; June 30, 1908, to Dec. 31, 1909, Locomotive Foreman, G.T.R., Stratford, Ont.; Dec. 31, 1909, to Oct. 6, 1910, Master Mechanic, G.T.R., Battle Creek, Mich.; Oct. 6, 1910, to Mar. 18, 1911, Master Mechanic, G.T.R., Stratford, Ont.; Mar. 18, 1911, to Dec. 23, 1913, Master Mechanic, Canadian Government Railways, Cochrane, Ont.; Dec. 23, 1913, to Mar. 1, 1914, Night Locomotive Foreman, G.T.R., Stratford, Ont.; Mar. 1 to Nov. 16, 1914, Master Mechanic, Canadian Government Railways, Cochrane, Ont.; Nov. 16, 1914, to May 4, 1915, Machinist, G.T.R., Stratford, Ont.; May 4, 1915, to Aug. 1, 1917, Master Mechanic, Canadian Government Railways, Cochrane, Ont.; Aug. 1, 1917, to Feb. 28, 1918, machinist, G.T.R., Stratford, Ont.

C. A. Cotterell, who has been appointed Superintendent, Medicine Hat Division, Alberta District, C.P.R., Medicine Hat, was born at Enden, Eng., Jan. 18, 1877. He entered C.P.R. service as a messenger at Montreal in June, 1888, and in Feb., 1894, was appointed an operator on the Farnham Subdivision, south of Montreal, and until 1898 occupied various positions as operator, relieving agent and station agent on Eastern Lines, after which he transferred to the Crowsnest Subdivision and acted as agent at various points, and as dispatcher at Cranbrook, B.C., until 1901, when he was transferred to Fort William, Ont., as dispatcher, and subsequently served in that capacity at various points on the Western Lines, and as Chief Dispatcher at Fort William, Ont., Regina and Saskatoon, Sask., and Revelstoke, B.C., as Trainmaster at Revelstoke, B.C., acting Superintendent at Revelstoke, Nelson and Vancouver, B.C., until Sept. 1, 1913, when he was appointed Superintendent, District 2, British Columbia Division, Vancouver. From Apr. 1, 1916, to Mar. 1, 1918, he has been Superintendent, Lethbridge Division, Alberta District, Lethbridge.

John A. Clancy, who has been appointed Trainmaster, Districts 27 and 28, Detroit Division, Western Lines, G.T.R., Durand, Mich., was born at Walkerton, Ont., June 8, 1884, and entered G.T.R. service June 2, 1901, since when he has been, to Sept. 26, 1901, office boy, Local Freight Office, Toronto; Sept. 26, 1901, to July 1, 1902, stenographer to Terminal Superintendent, Toronto; July 1 to Sept. 23, 1902, stenographer to District Passenger Agent, Toronto; Sept. 23, 1902, to Apr. 6, 1903, stenographer and clerk, Bridge and Building Department, Durand, Mich.; Apr. 6, 1903, to Nov. 21, 1905, chief clerk to Trainmaster, Durand, Mich.; Nov. 21, 1905, to Mar. 1, 1906, clerk to Master of Transportation, Durand, Mich.; Mar. 1, 1906, to July 1, 1910, Car Distributor, Durand, Mich.; July 1, 1910, to Jan. 2, 1911, chief clerk, Car Demurrage Bureau, Detroit, Mich.; Jan. 2, 1911, to Feb. 8,



W. U. Appleton
Superintendent of Motive Power, Canadian
Government Railways

1912, Car Distributor, Durand, Mich.; Feb. 8 to Oct. 15, 1912, Travelling Car Service Agent, Detroit, Mich.; Oct. 15, 1912, to Jan. 23, 1913, Assistant Superintendent of Terminals, Detroit, Mich.; Jan. 23, 1913, to Apr. 20, 1914, chief clerk to General Superintendent, Chicago, Ill.; Apr. 20, 1914, to Feb. 1, 1918, Division Agent, Western Lines, Chicago, Ill.

James Frederick Gildea, who has been appointed Division Master Mechanic, Pennsylvania Division, Delaware & Hudson Co., Carbondale, Pa., was born at Strood Park, near Horsham, Sussex, Eng., and entered railway service in June, 1900, as an engineering apprentice, Nine Elm Works, London & South Western Ry., and on the conclusion of his apprenticeship, in June, 1904, he was presented by the directors with a special prize for the highest place in the apprentices technical examinations, with 100%. He was, from June, 1904, to June, 1905, fireman, all classes of service, L. & S.W.R., Salisbury, Eng.; June, 1905, to Jan., 1906, on engineering staff, Southampton Docks and R.M.S. Alberta, L. & S.W.R., Southampton, Eng.; Jan. to June, 1906, locomotive

draftsman, Nine Elm Works, L. & S.W.R., London, Eng.; June, 1906, to Jan., 1907, supervising locomotive statistics and operation, same company; Feb., 1907, to Mar., 1909, fitter, Angus Shops, C.P.R., Montreal; Mar. to Oct., 1908, in tests department, Angus Shops, C.P.R., Montreal; Oct., 1908, to July, 1909, Assistant Locomotive Foreman, C.P.R., North Bay, Ont.; Aug., 1909, Assistant Locomotive Foreman, C.P.R., Chapleau, Ont.; Sept., 1909, to Sept., 1912, Locomotive Foreman, C.P.R., Schreiber, Ont.; Sept., 1912, to July, 1914, Locomotive Foreman, C.P.R., Hochelaga, Que.; July, 1914, to Mar., 1918, Master Mechanic, Montreal Terminals Division, Quebec District, C.P.R., Montreal.

The Work of the Canadian Railway Association for National Defence.

Bulletin 3.—The association issued this bulletin to the public Mar. 1, dealing with the following subjects:—Where the Canadian freight car spends its days. What demurrage figures indicate. New methods of handling l.c.l. freight. Re routing and through billing. Cold weather and car movement.

City and Town Ticket Offices.

The association's attempt to close all city and town ticket offices and to restrict the sale of tickets to station offices, which appears to have been taken somewhat precipitately and without previous investigation, not having been successful, steps are now being taken to consider the question of a reduction in the number of "uptown" offices, with a view to conserving fuel and man power, and the railways have been asked to furnish the following information as to such offices they maintain:—Name of city or town. Population. Railways. Is office joint with express or telegraph company? Is rent paid by railway company or agent? Is remuneration paid agent by salary or commission?

Guard Rails, Vestibule Doors and Platforms.

The Board of Railway Commissioners having urged that standard regulations be placed in effect on all railways governing the handling of guard rails, vestibule doors and platforms on passenger cars, the association has had a set of rules drafted which have been submitted to all railways, which have been asked to state whether they are agreeable to same being submitted to the board to be made applicable to all railways.

Advertising On Cars.

In answer to a proposal that railways extend to certain organizations the privilege of displaying advertisements on railway cars, the applicants have been notified that such permission cannot consistently be given.

Leasing of Freight Cars to Outside Concerns.

In view of the existing severe shortage of railway freight equipment of all classes, it has been suggested that regulations be promulgated prohibiting the leasing the freight cars to outside concerns, for local or intra-plant service. It has been found, furthermore, that in certain cases, in order to ensure their car requirements being filled, shippers having freight for regular movement between points a short distance apart, have leased cars from the railways, thus placing at a disadvantage other shippers who are unable to adopt this practice. In order that the matter may be fully considered, member lines have been asked to submit to the association a statement of all freight