

ent, District 1, Atlantic Division, C.P.R., Brownville Jct., Me.; Jan. 10 to Mar. 15, 1914, Engineer of Construction, Halifax Ocean Terminals, Intercolonial Ry., Halifax, N.S.; Mar. 15, 1914, to May 1, 1915, Resident Engineer, District 2, Intercolonial Ry., Truro, N.S.; May 1, 1915, to June, 1917, Division Engineer, Transcontinental Division, Canadian Government Railways, Cochrane, Ont.; Feb. 1 to Apr. 1, acting Assistant General Superintendent of that division, and from June, 1917, to the time of his death, General Superintendent. The funeral took place at Quebec, Que.

**William J. Pickrell**, whose appointment as Master Mechanic, New Brunswick District, C.P.R., St. John, N.B., was announced in a recent issue, was born at London, Ont., Sept. 15, 1880, and entered C.P.R. service Jan. 3, 1900, since when he has been, to July 30, 1901, wiper, Toronto; July, 1901, to Oct. 31, 1904, fireman, Toronto; Nov. 1, 1904, to Aug. 3, 1906, travelling fireman, Toronto; Aug. 4, 1906, to Aug. 14, 1908, Assistant Road Foreman of Locomotives, Toronto; Apr. 15, 1908, to May 9, 1910, locomotive man, Toronto; May 10 to June 30, 1910, rule examiner, Toronto; July 1 to Oct. 14, 1910, locomotive man, Toronto; Apr. 9 to May 16, 1912, acting District Master Mechanic, District 3, Ontario Division, Toronto; May 17 to Oct. 31, 1912, acting District Master Mechanic, District 1, Ontario Division, Toronto; Nov. 1 to Dec. 1, 1912, District Master Mechanic, District 3, Ontario Division, Toronto; Dec. 2 to Dec. 8, 1912, locomotive man, Toronto; Dec. 9, 1912, to July 23, 1913, District Master Mechanic, District 3, Ontario Division, Toronto; July 29 to Aug. 17, 1913, Assistant Superintendent, District 3, Ontario Division, Toronto; Aug. 18 to Oct. 31, 1913, District Master Mechanic, District 3, Ontario Division, Toronto; Nov. 1, 1913, to Apr. 23, 1915, Assistant Superintendent, District 2, Atlantic Division, Woodstock, N.B.; Apr. 24, 1915, to Sept. 18, 1916, Master Mechanic, Ontario District, Toronto; Sept. 19, 1916, to Sept. 19, 1918, Assistant Superintendent, Farnham Division, Quebec District, Farnham, Que.

**Samuel J. Hungerford**, who has been appointed Assistant Vice President, Canadian Northern Ry. System, Canadian Government Railways, Toronto, was born near Bedford, Que., July 16, 1872, and entered railway service in May, 1886, since when he has been, to Feb., 1891, machinist apprentice, South Eastern Ry., and C.P.R., Farnham, Que.; May, 1891, to Aug., 1894, machinist, at various points in Quebec, Ontario and Vermont; Sept., 1894, to Aug., 1897, charge man, C.P.R., Windsor St., Montreal; Aug., 1897, to Apr., 1900, Assistant Foreman, C.P.R., Farnham, Que.; Apr., 1900, to Feb., 1901, Locomotive Foreman, C.P.R., Megantic, Que.; Feb. to Sept., 1901, General Foreman, C.P.R.; Feb., 1903, Locomotive Foreman, C.P.R., Cranbrook, B.C.; Feb., 1903, to Jan., 1904, Master Mechanic, C.P.R., Western Division, C.P.R., Calgary, Alta.; Jan., 1904, to Dec., 1907, Superintendent, Locomotive Shops, C.P.R., Winnipeg; Jan. 1908, to Feb., 1910, Superintendent of Shops, C.P.R., Winnipeg; Mar., 1910, to Apr., 1915, Superintendent of Rolling Stock, Canadian Northern Ry., Winnipeg. May, 1915, to Nov. 1, 1917, Superintendent of Rolling Stock, C.N.R., Toronto; Nov. 1, 1917, to Dec. 1, 1918, General Manager, Eastern Lines, C.N.R., Toronto.

**F. P. Brady**, who has been appointed General Manager, Eastern Lines, Canadian Northern Ry. System, Canadian Gov-

ernment Railways, Montreal, was born at Haverhill, N.H., June 22, 1853, and entered railway service 1869 as station baggagemaster Passumpsic Ry., since when he has been consecutively: 1873 to 1880, train dispatcher Northern Rd., at Concord, N.H.; 1880 to 1888, Chief Train Dispatcher Southeastern Ry., at Richford, Vt.; 1888 to 1889, Trainmaster C.P.R.; 1889 to 1898, Assistant Superintendent same road; 1898 to May, 1901, Superintendent same road at Smiths Falls, Ont.; May, 1901, to Sept., 1902, Superintendent districts 10 and 11, same road, at Toronto; Sept., 1902, to May, 1903, Superintendent district 19 same road at Fort William, Ont.; June 1, 1903, to Feb., 1904, Assistant General Superintendent Central Division, Winnipeg, Man.; Feb., 1904, to Sept. 16, 1908, General Superintendent Lake Superior Division, C.P.R., North Bay, Ont.; May 1, 1908, to June, 1909, Member of the Canadian Government Railways Board of Management; June, 1909, to June, 1913, also General Superintendent, Canadian Government Railways, Moncton, N.B.; June, 1913, on the abolition of the Canadian Government Railways Managing Board, to May, 1915, General Superintendent, Canadian Government Railways, Moncton, N.B.; May, 1915, to June 1, 1917, General Superintendent, Canadian Government Railways, Cochrane, Ont.; June 1, 1917, to Dec. 1, 1918, General Manager, Western Lines, Canadian Government Railways, Winnipeg, Man.

**Charles A. Hayes**, who has been appointed Vice President, Traffic, Canadian Northern Ry. System, Canadian Government Railways, Toronto, was born at West Springfield, Mass., Mar. 10, 1865, and entered railway service in 1882, since when he has been, to 1884, clerk, Freight Auditor's office, Connecticut River Rd., now Boston & Maine Rd.; 1884 to Oct., 1887, similar position, Boston & Lowell Ry., Boston, Mass.; Oct., 1887, to Nov., 1890, clerk, General Freight Agent's office, Boston & Lowell Ry., and its successor, Boston & Maine Rd.; Nov., 1890, to June, 1892, General Freight and Passenger Agent, Central New England & Western Ry., Poughkeepsie, N.Y.; June to Oct., 1892, Division Freight Agent, Philadelphia & Reading Rd., while it had control of the C.N.E. & W.R., Hartford, Conn.; Oct., 1892, to June, 1896, New England Agent, National Despatch Line, Boston, Mass.; June, 1896, to July, 1899, New England Agent and acting General Manager, National Despatch Line, Boston, Mass.; July, 1899, to May, 1903, Manager, National Despatch-Great Eastern Line, Buffalo, N.Y.; May, 1903, to Apr., 1908, Assistant General Freight Agent, G.T.R., Chicago, Ill.; Apr., 1908, to Oct. 16, 1911, General Freight Agent, G.T.R., Montreal; Oct. 16, 1911, to June, 1913, Freight Traffic Manager, G.T.R., Montreal; June, 1913, to June 1, 1917, Freight Traffic Manager, Canadian Government Railways, Moncton, N.B.; June 1, 1917, to Dec. 1, 1918, General Manager, Eastern Lines, Canadian Government Railways, Moncton, N.B.

**Timiskaming & Northern Ontario Ry. Wages.**—The Minister of Labor has appointed a board of conciliation and investigation to deal with the claims of the T. & N.O.R. clerks, station baggage men and freight handlers. R. H. Parmenter of Toronto represents the railway, J. G. O'Donoghue, Toronto, represents the men and Judge Denton, of Toronto, is Chairman.

## Canadian Northern Railway Construction, Betterments, Etc.

**Eastern Lines.**—Reports are current that extensive betterments are to be carried out on the company's eastern lines, and particularly on the line from Toronto via Parry Sound to the junction with the transcontinental line near Sudbury.

**Ottawa-Toronto Line.**—We are officially advised that a contract has been let to W. Leacey, Brockville, Ont., for the construction of 2 concrete abutments to replace wooden cribs under I beam span, under Y track at Brockville.

We are officially advised that a contract has been let to the Dominion Construction Co., Toronto, for putting in concrete abutments for a deck plate girder span over a creek and the C.P.R. spur to ballast pit, at mileage 12.9, on the Trenton subdivision near Malvern, Ont. The bridge is at present carried on pile foundations.

**Leaside Terminals.**—It is reported that the terminal yards and buildings at Leaside, Toronto, have been so far completed that it is expected to begin occupying them within a few weeks. Everything, however, is said to depend upon the arrival of rails for laying the tracks.

**Western Branch Line Betterments.**—A press report states that during the construction season, now practically closed, considerable betterment work has been done on many of the western branch lines. The policy of removing wooden bridges has been continued, and on the main line a number of old bridges have been taken out and replaced by permanent steel structures on concrete abutments.

**Moose Jaw, Union Station.**—Grading was started Oct. 25 for the tracks to the new union station at the Crescent, Moose Jaw, Sask. The new station will be jointly used by the C.N.R. and the Grand Trunk Pacific Ry. Representatives of the company, interviewing the city council Nov. 4 on some matters connected with the work, are reported to have stated that it was hoped to have the rails laid by the end of the year, or early in Jan., 1919. A temporary station will be provided and trains will be run into it as soon as track-laying is finished.

**Extension into Kamloops.**—We are officially advised that it is expected to complete, in the near future, a piece of line from 300 ft. from a junction with the line on the north bank of the South Thompson River into the town of Kamloops, B.C., where a station will be built. The bridge across the river has already been built. This piece of line will form part of the projected branch line to Vernon, etc.

**False Creek Terminals.**—At the request of D. B. Hanna, President, the City Engineer of Vancouver has forwarded to Toronto a complete set of his plans for the development of the False Creek terminal sites and a copy of his report on harbor development. The plans show the proposed disposal of a 21 acre area of the reclaimed False Creek, through which it is proposed to have a 50 ft. channel. Provision is being made for interswitching tracks with all the railways entering the city. (Nov., pg| 485.)

**The Canadian Council of Agriculture**, at a meeting at Winnipeg recently, passed a resolution favoring, among other things, public ownership and control of railway, water and aerial transportation; telephone, telegraph and express systems, all projects in the development of natural power and of the coal mining industry.