

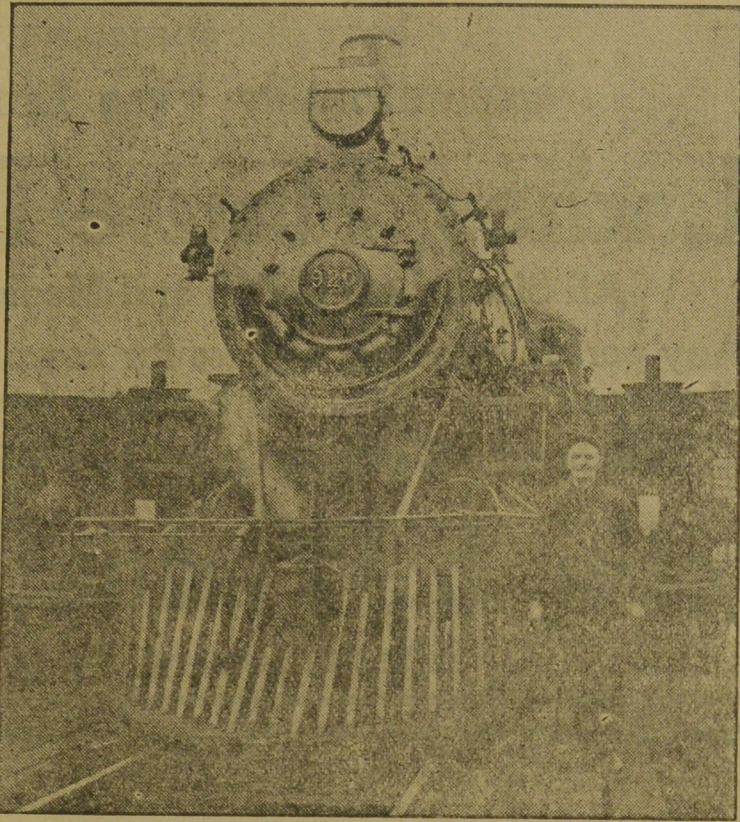
Heroes Of The Road

In order to give some recognition to men who have done so much to build up its fine record of efficiency, the Canadian Pacific has decided on a new policy which should attract wide interest. Hitherto on this continent railway locomotives have been identified by numbers only—a practice which has prevailed elsewhere except on certain English railways. On the Great Eastern, for instance, one famous engine was called after the chairman of the company "Claud Hamilton." On the Great Western Railway, the shield over the great driving wheel carries a distinctive name—thus the giant of the "Star" class is called "The Great Bear," there is a "Knight" class, in which the "Knight of the Garter" is conspicuous, while one well known engine is named "King Edward." On the London and North Western Railway one of the most powerful locomotives is named after the Greek hero "Achilles."

The Canadian Pacific believes that it is not necessary to go back to ancient Greece to find the names of its heroes. They are among us today, driving through the fierce blizzards of our Canadian winter the freight trains laden with supplies for the Allies, or the lighter but speedier passenger trains on the Imperial Highway which links Atlantic with Pacific. Take for instance Bronco Wilson, one of the most popular engineers on the Western Division, who won his reputation on the old Prince Albert Branch, famous for having no water but lots of snow. Bronco is the compuncer of the "iron horse" and would consider it the biggest disgrace out of jail to let an engine die on the road, and if his engine was badly stalled would draw off the fires, put slabs on the top of the hot grates and in spite of the blinding steam caulk the tubes and light the engine up again. Achilles, the greatest of the heroes of ancient Greece, sat sulking in his tent because Agamemnon took one of his slaves. The lack of a maid would certainly not prevent a C. P. R. engineer from driving his locomotive to White River at 60° below zero, with the wind against him blowing fifty miles an hour. "Romance is dead," says the pessimists. "No," says the C. P. R., with Rudyard Kipling.

"All unseen, Romance brings up the 9:15."

It has, therefore, been decided to name certain of the Canadian Pacific locomotives after the engineers, who by meritorious conduct or by acts of special bravery have, in the opinion of the management, earned the right to special distinction. Some of these names may even be taken from the 92 engineers who are on the pension list—men like Ash, Kennedy, who grew up with the west and ran engines when the C. P. R. was still laying tracks across the prairies—a big man physically, mentally and morally, commanding the respect both of the men and of the big officials—the father of the western engineers, and now Assistant Grand Chief of the Brotherhood. Other names may be taken from those who have passed away into the land where there is no longer need of railways—such, for instance, as Dave Bowker, identified particularly with No. 920, who for thirty-four years drove his engine without a black mark against his record. Then again there are heroes like Norman Wight, compelled by ill-health to forsake his engine but prosperous now in another business. See one day a child on the track too



The late Dave Bowker.

late to stop his train, Norman Wight ran along the pilot and by leaning forward lifted it out of harm's way just in time. This earned the medal of the Royal Humane Society, and surely earns the right to name an engine.

There are other C. P. R. engineers still on duty who have done good work and whose names may soon be commemorated on some giant high type passenger engine. They are to be found on every division from St. John, N.B., to Vancouver, B.C., men fiercely loyal to their Company and to their President, Lord Shaughnessy whom they know as the man who always gave the Brotherhood a square deal. The names of these men may not be known to the general public, for often the engineer's best record is to be never heard of, and they themselves are the last men to seek the limelight. Take, for instance, Jack Hartney, so skillful in starting that the passenger does not know the train is moving till he looks out of the window. Jack Smith, on the run between Ottawa and Montreal, is another notable charterer. In the days when the C. P. R. and the Grand Trunk used to race between these two cities, Jack always claimed that he never raced, but at the same time that he was never left behind.

On the other side of the Continent are Alf Solloway, a veteran who joined the C. P. R. thirty years ago and knows Cascade Canyon like a book; Lew Patrick, the safe man of the Selkirk, who in the old days before Rogers Pass was tunnelled, when the C. P. R. in winter did sometimes have slides, was said to be able to smell a slide ten miles away; Willis Armstrong, another mountain man with eyes that hardly needed the headlight to see through the dark canyons, and Dan Murphy, of the Crow's Nest, a big man in a big locality. On the prairies, besides such men as

Bronco Wilson, there is Con Leary, nicknamed the President—openhanded, big hearted and always on time; and John Pascoe, 100% efficient as an engineer, never known to have an engine failure, the man who made the success of the Cross Plough. Billy Woods is further east, a sky pilot in overalls with strong moral influence on his fellows. Alph, Bilbie and George Leach are railway leaders in Ontario, each of them steady as a clock. In Quebec there is Arthur Charlebois—known as the Snow Man who can buck a snowdrift when no one else can. Mate to him is Harry Leclerc, known as Bronze Buck, a French-Canadian worthy of his race and always on time.

Over two thousand locomotives run in the Canadian Pacific service, with over two thousand engineers. It is not the intention to name every locomotive at once, but only those in passenger service, and to keep each name as a privilege and a reward. The idea is one which should appeal to every man who knows the value of personality in good railroading. It appeals to the C. P. R. because it will make for efficiency and encourage that esprit de corps which is the keynote of the whole Canadian Pacific System. The engineer does not think of his locomotive merely as a machine. It is something almost human to him. "She's a good engine" you hear one call to a passing conductor, "but full of hard luck." It takes an engineer months to master the peculiarities of a new locomotive, and for that reason he is not much in love with any pooling system, preferring to have one engine at any rate "assigned" to him—an engine that he can almost call his own. Were he to know that his favorite engine would eventually bear his own name, surely he would take greater pride than ever in work well done.

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STILL FIGHTING THE RUSSIANS.

(Canadian Press direct wire.)

London, March 6.—An official Russian statement received here today, says Ensign Krylenko, the Bolshevik commander in chief, has sent a message to the German and Austrian chief commanders stating that the Germans and Austrians are still fighting, notwithstanding the conclusion of peace. Ensign Krylenko asks whether the German high command has taken all steps necessary for cessation of hostilities.

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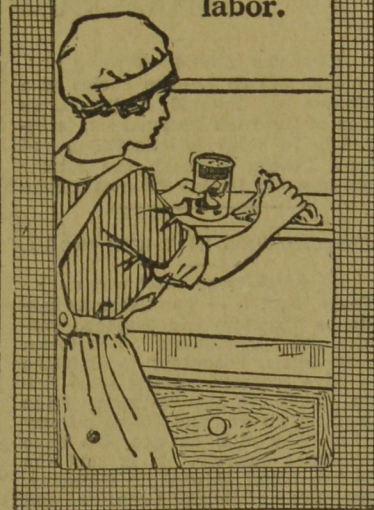
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MUCH USEFUL LEGISLATION FORECASTED IN SPEECH

(Continued from page 2)

assesses ideal advantages for the building of steel ships, and my Government will invite you to consider what measures it will be desirable to take in order to secure for this Province a reasonable proportion of the contracts to be given by the Federal authorities.

The need of ships for the transportation of the agricultural products of Canada, to enable our people to do their part in sustaining the armies of the Allies, is most urgent, and I am satisfied that if, after due consideration, you should decide upon a course which will secure in this Province speedy and effective action in this direction in co-operation with the Canadian Government, such a course will receive a ready and enthusiastic support from the people of New Brunswick.

The Workmen's Compensation Act Commission has made much progress during the recess, and a Bill based upon the conclusions at which they have arrived will be introduced for your consideration.

Among other measures to which your attention will be directed are: A new Highway Act; a Forest Act, which will make considerable changes in the administration of Crown Lands; Acts amending the Game and Mining Laws, and other measures concerning the public services of the country.

The increasing needs of the public services of the Province, and the



HON. W. E. FOSTER, PREMIER.

necessary expenditure in connection therewith, the large demands to provide the interest upon the Provincial debt and guaranteed railway bonds, make it necessary to supplement the revenues of the Province, and certain measures to this desirable end will be brought to your consideration.

In a recent conference of Provincial Premiers at Ottawa, which was attended by a committee of my Government, many matters of interest and importance to the future of the Province were discussed, and the result of these deliberations will be brought to your attention during the Session.

Since the prorogation of this House in June last, this Province was called upon to mourn for the loss of its Lieutenant-Governor, Hon. Gilbert W. Ganong, whose unexpected death, after but a few months in office as Chief Executive, was a distinct loss to New Brunswick, and the business community in which for years he was such an outstanding figure.

Our hearty and sincere sympathy with the City of Halifax, in its appalling disaster of December 6th, found ready expression in every part of this Province. I am proud of the prompt and spontaneous response of our people to relieve the needy and suffering. In addition to the personal and municipal assistance rendered, a substantial gift of money will be forwarded to the General Relief Fund.

I have directed the accounts of the Income and Expenditure for the past year, as well as a statement of the receipts and payments of the current year, up to the opening of the present Session, to be laid before you.

The Estimates of the probable Income and Expenditure for the current year will be submitted to you, and I believe you will find that the estimates for the expenditure have been prepared with a due regard to economy and the requirements of the public service.

I wish to assure you, in conclusion, of my belief and confidence in your patriotism and zeal for the public good, and to express the hope that your deliberations will result in promoting the welfare and increasing the prosperity of the Province.

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