

A STRONG C.P.R. TEAM

FOR the rigorous programme which Lord Shaugnessy recently listed as planned by the Canadian Pacific for the period after the war, the Board of Directors have selected to assist Mr. E. W. Beatty, the new President, a team of the new Vice-Presidents well known for their driving force and executive ability, and particularly strong in the operating field. Grant Hall, who is Vice-President with jurisdiction over all lines, has been aptly described as a "big man physically with a heart as big as his body." "Grant," as he is known by the rank and file of the railway, is a favorite with everyone from the trackwalker up. He is a disciplinarian, but he is a just disciplinarian, and he is a matter of common knowledge that no matter in what position he may be occupied, since he rose from the ranks in the old Grand Trunk shops, and showed his ability in the old C. P. R. shops at Hochelaga, he has always made it a point to investigate any complaint made to him by a man under his control.

Westagers will tell of the time when he was in charge at Revelstoke some dozen years ago, and when he worked night and day for a week in the mountains to lift one of the worst snow blockades in the history of the transcontinental railway. It is a matter of record on the Revelstoke division that "Grant" could get more work out of a body of men than any other half dozen men, and it is largely because he knows how to take off his own coat (if they do such things in snow blockades) and do his own share of the work.

Grant Hall was born at Montreal, November 27th, 1863, and was edu-



Grant Hall, Vice-President with jurisdiction over all lines.



A. D. MacTier, Vice-President of Eastern Lines. D. C. Coleman, Vice-President of Western Lines.

ated at Bishop's College and School, Lennoxville, Quebec. He joined the C. P. R. in 1887 as locomotive foreman and from 1893 to 1895 was general locomotive foreman on the International Railway at Moncton, New Brunswick. In September, 1895, he returned to the Canadian Pacific Railway, where he was consecutively general foreman, first at the McAdam and later at the Winnipeg shops; master mechanic of the British Columbia division; assistant superintendent of motive power, eastern lines, and superintendent of motor power, air car department, western lines; from November, 1911 to December, 1914, assistant general manager, western lines; when he was appointed Vice-President and General Manager.

A. D. MacTier, who is now Vice-President in charge of lines east of Port Arthur, like his former chief, David McNeill, was born in Scot-

land and proud of his birth. He came to Canada when a young man and entered the service of the C. P. R. as stenographer in the Baggage Department in 1887, becoming assistant to the Superintendent of Sleeping and Dining Cars in 1889. From 1891 to 1895 he was in the Car Service, Stores and Fuel Departments, and from 1896 to 1899 was General Baggage Agent. From 1899 to 1907 he held the position of General Fuel Agent, when he was appointed assistant to the Vice-President. In December, 1912, he was appointed General Manager, Eastern Lines.

Mr. MacTier is very popular with the men on the road, whose interests he has always made his first concern. He has always insisted on giving proper credit for meritorious service. This is the first time that a special Vice-President has been appointed to look after Eastern Lines

and it is a tribute to Mr. MacTier's special ability that he should have been chosen by the Directors to fill it. D. C. Coleman, the new Vice-President of lines west of Port Arthur, has had a remarkably rapid rise to such a responsible position but has earned it, for he is known in railway circles as a man of exceptional ability. Born at Carleton Place, Ontario, in 1879, Mr. Coleman joined the C. P. R. as a clerk in the assistant Engineer's Office at Port William in 1899. Rising rapidly he was appointed Superintendent at Nelson, B.C. in 1907, and in 1908 was Superintendent of Car Service, Western Lines. In April, 1912, he was appointed General Superintendent of the Manitoba Division at Winnipeg. In 1913 he became General Superintendent at Calgary and in 1915 Assistant General Manager, Western Lines, Winnipeg.

Preparing the Flock for Winter

(Experimental Farm Note.)
The success to be obtained from the farm flock will depend very largely on the way it has been handled during the autumn months. The plan at the Experimental Farm, Nappan, N.S., is, before the breeding season opens in the fall go through the flock, pick out all the non-producers, poor milkers, or any that may be too old for mouths or udders; also any that may be too old for breeding profitably, and discard them. In selecting out the breeding flock looks alone is not the only guide, as many times a ewe may be a profitable breeder yet be very thin, due to the fact that she has been brought down by a heavy milk flow. Good ewes should be retained in the flock as long as they will breed and feed their lambs properly.

All lambs not intended for breeding purposes are sold. If the market happens to be flooded it is found to be more profitable to feed them until January or February, by putting them on good aftermath until barning time, then finish on roots and meal.

Ram lambs intended for breeding are placed in a separate field with good clover aftermath and given a light grain mixture of one-half pound oats; one-quarter pound bran and one-fifth pound oilcake meal. The ewe lambs are also placed in a field by themselves, but not given much grain unless the after-feeding is feed is poor. All breeding ewes are flushed during the latter part of October or the first of November. This consists in putting them in a good field of clover and giving them a light grain ration of oats, bran and a little oilcake meal. Hence the ewes make a rapid gain in flesh. There are several advantages from this practice. 1st. The ewes which are bred in a thrifty condition are more apt to throw vigorous lambs; 2nd. They are more reliable breeders; 3rd, more likely to drop twins; 3th, the flock will all breed more evenly together, which makes it much better at lambing time in that the lambs are all dropped within a short period of each other, thus making less work for the shepherd.

In selecting the flock ram it is the endeavour to choose the very best, typical of the breed and vigorous. Then he is fed well in order to keep him virile, but not too fat. He never gets grain until about a month before breeding season. He is never allowed to run with the ewes continually but put in with them two or three hours each day.

In dividing the pen for winter, all mature ewes are put together; shearlings in another pen and ewe lambs by themselves. The latter are not bred until one year old. Should there be any week ones, they too are given a separate pen; otherwise they would not get a fair show at the trough with the more vigorous ones. The above method of preparing sheep for winter has been found to be most satisfactory.

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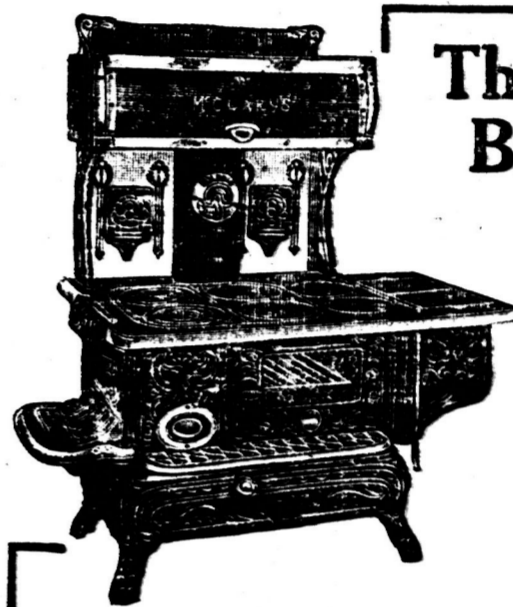
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ADVERTISING RATES.

Yearly contract rates on application to publisher.
Reading Notices.—No reading notice advertising any entertainment or matter by which money is to be made by any person or cause will be inserted in The Record without charge, except when the job-work for the same is executed at the Record Job Department, when one small reader will be given gratis. The price for the insertion of business announcements is five cents per count line each insertion.

Notice to Advertisers.—Changes of copy for contract advertising must be in the hands of the printers by Monday noon, at the latest, each week. While willing at all times to do what is possible to accommodate patrons, we must, in justice to them and to ourselves, insist on a strict enforcement of this rule.

Judicial, Legal, Official and Government notices.—Eight cents per line (12 lines to inch) for the first insertion, and five cents per line for each subsequent insertion.

Small Ads Condensed advertisements of such a nature as "Lost," "Found," "Situation Wanted," "To Rent," "For Sale," etc., not exceeding six lines 25c per insertion; 5 insertions \$1.00. Advertisements ordered for insertion without written instructions will appear until written orders are received for their discontinuance.

Subscriptions.—One dollar per year strictly in advance; if not paid in advance a dollar and a half will be charged. United States papers 50c extra, strictly in advance.

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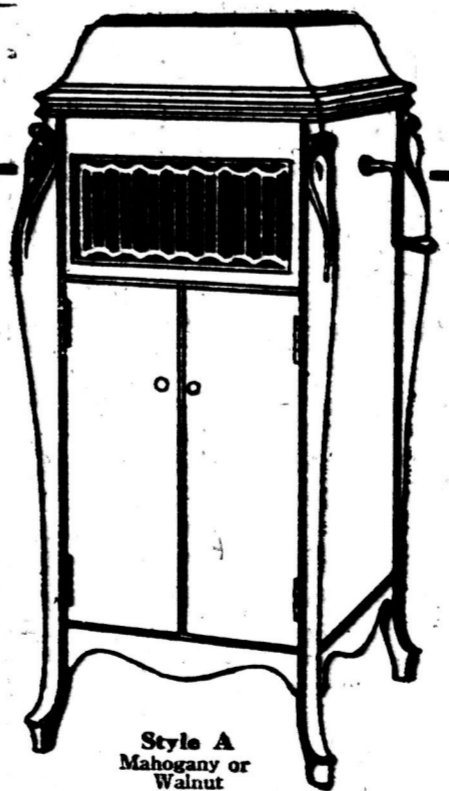
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