



(1) The old Lord Mayor of London with the new (Sir Edward Cooper) after the ceremony at the Law Courts.

(2) The Shah of Persia met by Lord Weldon on his arrival at Dover.

(3) President Poincare of France with Prince Albert.

(4) King George bidding good-bye to King Alfonso of Spain, at Victoria Station, London.

(5) Lord Beatty and Lord Haig, with the Mayor of Bournemouth.

(6) Blind Veterans saluting the Cenotaph erected in memory of the Glorious Dead at Whitehall, as they march past.

(7) Armistice Day—Scene at Piccadilly Circus during the 11 o'clock pause.

(8) World's Fattest Boy, Lenny Mason, of Leicester. He is 16 years of age and weighs 420 lbs.



## A FAITHFUL EMPLOYEE

Forty-one years of continuous service as a locomotive engineer without one accident to mark his work is the remarkable record established by Mr. Lew Patrick of Ferrisdale, formerly of Revelstoke, B.C., and previous to October 31, 1919 an engineer operating trains out of Revelstoke on the mountain division of the Canadian Pacific Railway main line.

Mr. Patrick's record is one that it will be hard to duplicate. He is a man still hale and hearty and in full enjoyment of his strength and faculties but has decided to take a rest from the long strain of his railroad duties.

He is one of the pioneers who came west with the railroad and developed as it developed. Starting with the Canadian Pacific at St. Boniface, Manitoba, when a young man of twenty-five years of age he passed successively through the occupations of brakeman, conductor, fireman, and engineer during the first year of his service. His first engine was one of the old wood burner type and he has seen railway motive power develop from that stage through coal burners of various grades to the latest type of oil-burning model. As engines developed Mr. Patrick kept pace and operated them as fast as they came.

He was working on construction trains in British Columbia, and was present at the summit when Lord Strathcona drove the last spike that linked the Atlantic with the Pacific ocean. Since then Mr. Patrick has been driving engines on the mountain sections. From June, 1907 to the spring of 1918 he was assigned to the fast Imperial Limited passenger trains. On these alone he has carried tens of thousands of passengers in safety. Perhaps no one man in the service of the great railway company has carried more people than he has. Long before he retired from active service his reputation as the safest engineer of the whole country had gone abroad. People liked to know they were to be drawn by Lew Patrick, because it meant that the chances of accident had been reduced to the minimum. Though the Canadian Pacific Railway Company points with pride to its wonderful record in protecting the lives of its passengers, and its own reputation in this regard has always been very high among railroad men and the travelling public, yet to know that Lew Patrick was at the throttle was



Mr. Patrick, the Veteran of 41 Years' Service to the Public.

added assurance to those who knew. Mr. Patrick is an example of the splendid type developed by the railroad service. His duty to his company and his passengers was his governing influence. The Canadian Pacific Railway Company through the whole gamut of officials and men, from president to the newest brakeman feels pride in the record of this veteran engineer.

L. V. K.