

Canadian Railway  
Employees

1909

## MAINLY ABOUT PEOPLE.

Sir H. Montagu Allan has been re-elected President of the Montreal Jockey Club.

Sir Henry M. Pellatt returned to Toronto from London, Eng., Dec. 6.

W. Mrs. and the Misses Mackenzie arrived in Toronto Dec. 21, from Great Britain.

F. B. Osler, M.P., Director of the C.P.R., has been elected Hon. President, Toronto Western Hospital.

Miss M. Calvin, daughter of H. Calvin, Kingston, Ont., was married to W. H. Kelly, Ottawa, recently.

W. D. Reid, President Reid Newfoundland Co., arrived in Montreal from St. John's, Nfld., early in December.

H. F. Carry, C.E., has been given charge of the laying out of the park, etc., at Shaughnessy Heights, Vancouver, B.C.

C. H. Mitchell, father of A. J. Mitchell, Comptroller MacKenzie, Mann & Co., Ltd., died in Toronto Dec. 21, aged 67.

C. M. Flays, Second Vice-President and General Manager C.P.R., arrived in Montreal, Dec. 21, from Great Britain.

H. Paton, President Sheddad Forwarding Co., Montreal, has been elected a director of the Royal Bank of Canada.

P. W. Morse, Vice-President and General Manager, C.P. Pacific Ry., was a guest of the Post at Toronto recently.

H. B. Hanna, Third Vice-President Canadian Northern Ry., returned to Toronto, Dec. 21, 1908, after a short trip to Great Britain.

M. V. B. Stearns, who died suddenly at London, Ont., recently, aged 68, was for 20 years in the M.C.R. service at St. Thomas, Ont.

J. A. McHarg, for 25 years stationmaster C.P.R. London, Ont., died there Dec. 11, aged 68. He had been in G.T.R. service 47 years.

Mrs. Archer Baker, wife of the C.P.R. European Manager, London, Eng., was a guest at the Guildhall there, at the reception and luncheon in honor of the King and Queen of Sweden.

G. W. West, Superintendent of Motive Power, New York, Ontario and Western Ry., Middletown, N.Y., died there Dec. 21. He was a former President of the American Association of Master Mechanics.

C. B. Hubbard, who was until recently General Manager Quebec, Montreal and Southern Ry., and Naperville Jet. Ry., is reported to have been appointed Second Vice-President Quebec Eastern Ry.

H. R. Charlton, G.T.R. Advertising Agent, has been awarded a special gold medal as collaborator in connection with the G.T.R. pavilion at the Franco-British exhibition, recently held in London, Eng.

G. Gibson, son of Hon. J. M. Gibson, Lieutenant-Governor of Ontario, and ex-President Dominion Power and Transmission Co., Hamilton, Ont., died at Colorado Springs, Col., Dec. 15, aged 28.

The following are among the directors of the Bank of Montreal elected for the current year: Lord Strathearn, Sir Thomas Shaughnessy, R. B. Angus, C. R. Hammer, Hon. Robt. Mackay, and Jas. Ross.

Hon. Walter Scott, Premier of Saskatchewan, has decided to take up the duties of the newly created portfolio of Railways and Telephones, and A. P. McNab has been appointed his successor as Minister of Public Works.

Wm. Easton, Civil Engineer and estate agent, Taunton, Somerset, Eng., who died at Clifton, Eng., Nov. 17, aged 86, was between 1845 and 1851 engaged in Canada on canal surveys for the British Government.

G. J. Bury, General Manager C.P.R. Western Lines; F. T. Griffin, C.P.R. Land Commissioner of Winnipeg, and A. C. Shaw, General Agent Passenger Department, Chicago, Ill., were in Montreal recently on a business trip.

R. G. Gray, ex-Roadmaster Toronto, Hamilton and Buffalo Ry., died at Hamilton, Ont., Dec. 6, aged 53. He was connected with the P.H. and B.R. since its construction, prior to which he was in the California

fishtery business on the Lake of the Woods, and Lake Winnipeg, owning a number of tugs and other vessels.

H. P. Ewight, President C.N.W. Telegraph Co., and the grand old man of Canadian telegraphy, celebrated his 80th birthday Dec. 23, and in recognition therewith, was presented with a gold scarf pin by L. MacMichael, Vice-President and General Manager, on behalf of the Toronto staff.

Col. J. M. Gibson, Lieutenant-Governor of Ontario, and formerly President of the Dominion Power and Transmission Co., was the principal guest at a dinner given in Hamilton, Ont., recently, on his renewing from that city to take up his residence at cloverleaf House, Toronto.

D. B. Hanna, Third Vice-President Canadian Northern Ry., Toronto; W. L. Osborne, of Chicago, Ill., and G. J. Moore, of Detroit, Mich., have been re-appointed receivers of the Chicago and Milwaukee Electric Ry. by Judge Grosscup of Chicago, who has consolidated the foreclosure units.

Mrs. M. Bennett, of Chicago, Ill., widow of J. G. Bennett, formerly in the railway mail service in Toronto, died Dec. 8 at the residence of one of her sons at Ottawa. The funeral took place at Toronto Dec. 8, from the residence of another of her sons, B. H. Bennett, General Agent Chicago and North-Western Ry., Toronto.

W. Stitt, General Passenger Agent C.P.R., Montreal, recently received a beautifully engraved letter from the Canadian Mining Institute, bearing the signatures of the leading mining men of Canada, Europe and the U.S., thanking him for the courtesy extended to them on their tour of the Canadian mining districts.

Wm. Whyte, Second Vice-President C.P.R. and Hugh Sutherland, Executive Agent Mackenzie, Mann and Co., Ltd., Winnipeg, have been elected directors of the Winnipeg Industrial Exhibition Association, which proposes to hold a world's fair there in 1912 to celebrate the centenary of the landing of Lord Selkirk's settlers.

R. M. Pratt, a well-known civil engineer, died at Winnipeg Dec. 12. He was at various times connected with the C.P.R. and C.N.R., having been engaged in the

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the laying out of the park, etc., at Burnaby Heights, Vancouver, B.C.

Chas. Mitchell, father of A. J. Mitchell, Comptroller Mackenzie, Mann & Co., Ltd., died in Toronto, Dec. 26, aged 67.

C. M. Hays, Second Vice-President and General Manager G.T.R., arrived in Montreal, Dec. 21, from Great Britain.

H. Paton, President Sheddick Forwarding Co., Montreal, has been elected a director of the Royal Bank of Canada.

F. W. Morse, Vice-President and General Manager G.T. Pacific Ry., was a guest of the Governor-General, at Ottawa, Dec. 8.

E. A. Neil, Traffic Manager Buffalo and Susquehanna Ry., Danville, Pa., was married to Miss M. Post at Toronto recently.

D. B. Hanna, Third Vice-President Canadian Northern Ry., returned to Toronto, Dec. 21, 1908, after a short trip to Great Britain.

M. V. B. Stearns, who died suddenly at London, Ont., recently, aged 68, was for 20 years in the M.C.R. service at St. Thomas, Ont.

J. A. McHarg, for 25 years stationmaster G.T.R., London, Ont., died there Dec. 11, aged 68. He had been in G.T.R. service 47 years.

W. C. Bowles, General Freight Agent Central Division C.P.R., Winnipeg, left there Dec. 16, for a month's vacation in California.

R. R. Jamieson, ex-General Superintendent, Central Division, C.P.R., Winnipeg, has been elected mayor of Calgary, Alta., for current year.

S. Bend, chief clerk, M.C. Rd., West Detroit, Mich., who died Dec. 8, aged 56, was in the service of the same company at Windsor, Ont., about 35 years ago.

The engagement of Miss N. J. H. Kerr, daughter of Senator Kerr, to E. F. Osler, son of E. B. Osler, M.P., Toronto, was announced recently.

The engagement is announced of Miss Messent, of London, Eng., to J. D. MacLean, Montreal, nephew of Sir C. Rivers MacLean, President G.T.R.

Kerr, Passenger Traffic Manager C.P.R., was present at the recent meeting of the Transcontinental Passenger Federation in Chicago, Ill.

Britt, General Fuel Agent, C.P.R., Montreal, was elected First Vice-President of the National Railway Fuel Association at inaugural meeting at Chicago, Ill., recently.

Blane, one of the Temiskaming and Northern Ontario Ry. Commissioners, has tendered to accept the office of President of the York 4 Conservative Association, Toronto.

C. Wells, Assistant General Passenger Agent C.P.R. Eastern Lines, Montreal, present at the recent meeting of the England Passenger Agents' Association at Boston, Mass.

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G. Gibson, son of Hon. J. M. Gibson, Lieutenant Governor of Ontario, and ex-President Dominion Power and Transmission Co., Hamilton, Ont., died at Colorado Springs, Col., Dec. 15, aged 28.

The following are among the directors of the Bank of Montreal elected for the current year: Lord Strathcona, Sir Thos. G. Shaughnessy, R. B. Angus, C. R. Hosmer, Hon. Robt. Mackay, and Jas. Ross.

Hon. Walter Scott, Premier of Saskatchewan, has decided to take up the duties of the newly created portfolio of Railways and Telephones, and A. P. McNab has been appointed his successor as Minister of Public Works.

Wm. Easton, Civil Engineer and estate agent, Taunton, Somerset, Eng., who died at Clifton, Eng., Nov. 17, aged 86, was between 1845 and 1851 engaged in Canada on canal surveys for the British Government.

G. J. Bury, General Manager C.P.R. Western Lines; F. T. Griffin, C.P.R. Land Commissioner of Winnipeg, and A. C. Shaw, General Agent Passenger Department, Chicago, Ill., were in Montreal recently on a business trip.

R. G. Gray, ex-Roadmaster Toronto, Hamilton and Buffalo Ry., died at Hamilton, Ont., Dec. 6, aged 56. He was connected with the T.H. and B.R. since its construction, prior to which he was in the M.C. Rd. service.

R. Reford, of the R. W. Reford Co., Managers of the Donaldson, Thomson and other steamships, has given \$50,000 in securities to McGill University, Montreal, the interest of which is to be devoted to increasing the professors' salaries.

A. F. Colwell, who resigned his position in the C.P.R. Freight Traffic Manager's office at Montreal recently, has entered the service of the Saskatoon Tent and Mattress Co. at Saskatoon, Sask., in which he is one of the principal stockholders.

Sir H. Montagu Allan is reported to have been offered the position of High Commissioner for Canada in London, Eng., in succession to Lord Strathcona, whose early retirement on the ground of increasing age is looked for.

H. R. Charlton, G.T.R. Advertising Agent, Montreal, was entertained at luncheon at Winnipeg, Dec. 7, by the Western Canada Press Association, in recognition of the kindness shown to members when on a trip through Eastern Canada some time ago.

Mrs. C. Dolheny, who has been employed by the G.T.R. at its Bonaventure station, Montreal, for 17 years, is the first female pensioner of the recently organized fund. She is 72 years of age, and the amount to which she is entitled is \$16.67 a month.

H. Armstrong, M.P.P., Portage la Prairie, who has been appointed Provincial Treasurer of Manitoba in succession to the late Hon. J. H. Agnew, is actively engaged in

at Chicago, Ill., and G. J. Moore, of Detroit, Mich., have been reappointed receivers of the Chicago and Milwaukee Electric Ry. by Judge Grosscup, of Chicago, who has consolidated the foreclosure suits.

Mrs. M. Bennett, of Chicago, Ill., widow of J. O. Bennett, formerly in the railway mail service in Toronto, died Dec. 3, at the residence of one of her sons at Ottawa. The funeral took place at Toronto, Dec. 8, from the residence of another of her sons, B. H. Bennett, General Agent Chicago and North-Western Ry., Toronto.

W. Stitt, General Passenger Agent C.P.R., Montreal, recently received a beautifully engrossed letter from the Canadian Mining Institute, bearing the signatures of the leading mining men of Canada, Europe and the U.S., thanking him for the courtesy extended to them on their tour of the Canadian mining districts.

Wm. Whyte, Second Vice-President C.P.R., and Hugh Sutherland, Executive Agent Mackenzie, Mann and Co., Ltd., Winnipeg, have been elected directors of the Winnipeg Industrial Exhibition Association, which proposes to hold a world's fair there in 1912 to celebrate the centenary of the landing of Lord Selkirk's settlers.

R. M. Pratt, a well-known civil engineer, died at Winnipeg, Dec. 12. He was at various times connected with the C.P.R. and C.N.R., having been engaged in the Crow's Nest Pass for the former company and since 1898 among other things in the construction of dock and coal handling plant for the latter at Port Arthur and Key Inlet, Ont.

Lt.-Col. H. S. Greenwood, who has been engaged in railway and general engineering work in South Africa for the Imperial Government, and who has recently returned to Canada, was, prior to going to South Africa, Assistant Superintending Engineer of the Trent Canal at Peterboro, Ont. He was previously engaged in engineering work on the Cornwall canal.

V. T. Bartram, who has resigned his position as Purchasing Agent of the Temiskaming and Northern Ontario Ry., is going into railway construction, dredging and mining. It may be mentioned that his name appeared in our Dec., 1908, issue as one of the provisional directors of the recently incorporated Cape Breton Dredging Co., Ltd., with office in Toronto.

C. P. Coleman, who has been appointed Travelling Freight Agent Atchison, Topeka and Santa Fe Ry., Buffalo, N.Y., was for some time prior to entering railway service engaged in business in Toronto. He has been with the A.T. and S.F. Ry. for 9 years, having occupied the positions of stenographer and rate clerk at New York, and chief clerk passenger and freight departments at Buffalo, N.Y.

J. L. Morrison, who died in Toronto Dec. 4, aged 74, was one of the first di-

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ectors of the Credit Valley Ry., being elected in 1873, and later he constructed the Kingston, Ont., St. Ry. In 1879 the Toronto Board of Trade entertained him at a banquet in recognition of his services in promoting the construction of railways, and in 1881 he was presented with a life pass over the Credit Valley Ry.

A number of C.P.R. steamship lines' officials were in Montreal recently to take care of G. McL. Brown, on his leaving Canada to take the position of General Traffic Agent at London, Eng. Among them were: S. J. Sharp, Western Passenger Agent, Toronto; H. M. McCallum, General Agent, Winnipeg; C. H. Benjamin, General Agent, Chicago, Ill., and T. J. Burns, Northwestern Passenger Agent, Minneapolis, Minn.

J. A. Cuttle, Managing Director Montreal Transportation Co., died on a train near San Francisco, Calif., Dec. 20. As head of the Montreal Transportation Co., he was most active in the development of the Canadian inland water traffic. He was for many years an active member of the Montreal Corn Exchange and the Board of Trade. At the time of the sittings of the transportation commission, he was a very important witness regarding inland transportation.

J. F. Kane, whose appointment as Fuel Agent, C.P.R. Western Division, Calgary, Alta., was announced in our last issue, was born at Toronto, Sept. 8, 1884, and entered C.P.R. service in 1910, since when he has been, to April, 1901, office boy at Toronto; April, 1901, to June, 1902, stenographer, Master Mechanic's office, Winnipeg; June, 1902 to July, 1906, secretary to Second Vice-President, Winnipeg; July, 1906, to Nov., 1908, chief clerk Second Vice-President's office, Winnipeg.

J. W. Donald, formerly District Passenger Agent Chicago and Alton Rd., Detroit, Mich., died there recently. He had suffered from motor ataxia for several years. In Feb., 1908, he was compelled to resign his position with the Chicago and Alton Rd., and spent some time at Egypt, Mass., from which place he wrote, on Sept. 18 last, to the Managing Director of THE RAILWAY AND MARINE WORLD: "I am improving, eat and sleep well, and suffer little pain, but do not get so as to walk any distance. They say it's coming, and I may get round to see the boys once more."

John Leslie, who has been appointed Assistant Comptroller C.P.R., Montreal, was born at Toronto, and entered railway service with the Toronto, Grey and Bruce Ry., as assistant cashier, and was subsequently cashier, accountant and auditor in succession. On the absorption of the railroads by the C.P.R. in 1893, he was placed in charge of the accounts of the Ontario lines at Toronto until Mar., 1895, and until 1897 at Montreal; 1897 to Oct. 2, 1899, chief clerk to Auditor; Oct. 2, 1899, to Dec. 1, 1908, Auditor of Disbursements, Montreal.

D. Chetham, city ticket agent C.P.R., Victoria, B.C., who has recently been also named District Passenger Agent Esquimalt and Nanaimo Ry., was born in Matlock, Derbyshire, Eng., Nov. 3, 1869, and entered C.P.R. service in Canada in 1888, when he has been connected with the passenger department, with the exception

agent's office, Illinois Central Rd., Chicago, Ill.; Nov., 1896, to Nov., 1897, in a railway supply office; Nov., 1897, to June, 1898, clerk; June, 1898, to 1901, secretary; and to Mar., 1903, assistant-chief clerk to General Superintendent C.P.R. Eastern Division, Montreal; Mar., 1903, to May 1, 1908, chief clerk to General Baggage Agent, C.P.R., Montreal; May 1 to Dec. 1, 1908, Assistant General Baggage Agent C.P.R., in charge of the lines east of Fort William, Ont.

G. McL. Brown, who has been appointed General Traffic Agent C.P.R., London, Eng., was born in Hamilton, Ont., Jan. 29, 1865, and entered railway service in 1882; since when he has been successively: 1882 to 1885, freight department Northern and Northwestern Ry.; 1885 to 1887, Superintendent's office and other departments C.T.R.; Sept., 1887, to 1902, C.P.R. service at Vancouver, acting successively as ticket agent, district passenger agent, and executive agent; July, 1902, to Nov., 1905, Superintendent Dining, Sleeping and Parlor Cars and News Service, Montreal; Nov., 1905, to Dec., 1908, General Passenger Agent C.P.R. Atlantic Steamship Lines, Montreal.

W. G. Annable, who has been appointed General Passenger Agent C.P.R. Atlantic Steamship Lines, Montreal, was born at Ottawa, Mar. 3, 1875, and entered railway service 1891, since when his record has been: 1891 to Jan., 1901, starting as junior clerk and rising to chief clerk, C.P.R. City Passenger office, Ottawa; Jan., 1901, to Nov., 1905, in General Passenger Department, Montreal, having charge of the steamship reservations on the Pacific for through passengers from Europe, as well as those on the continent; also on the Atlantic for through passengers from the Orient; also the Chinese business in detail for the company, the recording of such passengers through Canada in bond to other countries; Nov., 1905, to Dec., 1908, General Baggage Agent C.P.R., Montreal.

Lord Northcote, who recently completed his term as Governor-General of Australia, and who has been visiting friends in Canada on his homeward journey, was one of the original directors of the C.P.R., and though that connection has been severed, still maintains the utmost interest in the company. Lady Northcote is the adopted daughter of Lord Mount Stephen, a former President of the company. During their stay in Montreal Lord and Lady Northcote were the guests of R. and Mrs. Meighen, the latter being a sister of Lord Mount Stephen. They were also at various times entertained by the Governor-General and Lady Grey, Sir Thos. and Lady Shaughnessy, Sir Wm. and Lady Van Horne, Sir George and Lady Drummond, Sir Montagu and Lady Ailin, and K. W. and Mrs. Reford, Montreal.

H. J. Maguire, whose appointment as District Baggage Agent C.P.R., Pacific Division and B.C. and Pacific Coast Steamship Service, at Vancouver, B.C., was announced in our last issue, was born at Toronto, June 16, 1881, and entered railway service July, 1896, since when he has been successively to Feb., 1904, office boy, clerk and stenographer, General Baggage Agent's office, C.T.R., Toronto; Mar. to July, 1904, Agent Canadian Transfer Co., Toronto; Aug. to Nov., 1904, chief clerk in Baggage

railway service in 1879, since when he has been consecutively to July 31, 1882, messenger and clerk Great Western Ry. of Canada, Toronto; Aug. 7, 1882, to May 1, 1883, baggage master Northern Ry. of Canada, Orillia, Ont.; June 1, 1883, to June 1, 1887, clerk local freight office, C.P.R., Vancouver, B.C.; June 1, 1887, to Feb., 1890, clerk General Freight and Passenger Department, C.P.R., Vancouver; Feb., 1890, to July 1, 1893, freight and passenger agent, C.P.R., Victoria, B.C.; July 1, 1893, to Sept. 30, 1896, freight and passenger agent, C.P.R., Portland, Ore.; Oct. 1, 1896, to July 1, 1899, District Freight Agent C.P.R.; July 1, 1899, to Dec., 1900, Assistant General Freight Agent, C.P.R., Vancouver; Jan., 1901, to Aug., 1905, in charge of Asiatic business Oregon Rd. and Navigation Co.'s steamers as General Agent at Hong Kong, China; Aug., 1905, to Dec., 1908, General Traffic Agent C.P.R., London, Eng.

S. E. Cruse, who has been appointed C.P.R. Agent at Antwerp, Belgium, was born at Liverpool, Eng., Oct. 10, 1864. He was educated at the Liverpool Institute, and after serving in various capacities in offices of Liverpool merchants, entered transportation service Jan. 1, 1888, since when he has been, to 1891, assistant bookkeeper; 1891 to 1892, Assistant Passenger Manager; 1892 to Oct., 1903, Passenger Manager, Dominion Line, Liverpool, Eng. In 1897, when the Dominion Line inaugurated its passenger service to Boston, Mass., he was sent there to organize matters, and again visited Boston in 1901 in connection with the inauguration of a direct Mediterranean service. On the absorption of the Dominion Line into the International Mercantile Marine, he was from Oct., 1903, to Mar., 1904, Manager of the White Star Line Boston-Mediterranean service, and from Mar., 1904, to Sept., 1905, was Resident Manager, same service, Naples, Italy; and Sept., 1905, to Dec. 31, 1908, Agent White Star and Hamburg-Amerika Lines, Naples, Italy. He is a grandson of Capt. Robson Cruse, R.N., who was mortally wounded at Trafalgar under Nelson.

D. C. Coleman, whose appointment as Superintendent of Car Service C.P.R. Western Lines, Winnipeg, was announced in our last issue, was born at Cirencester Place, July 9, 1879, and entered railway service 1890, since when he has been successively: Nov., 1890, to Jan., 1900, stenographer, Assistant Engineer's office, Fort William, Ont.; Jan., 1900, to July, 1900, Secretary to Superintendent at Fort William, Ont.; July, 1900, to Sept., 1900, Secretary to General Superintendent, Winnipeg; Sept., 1900, to Feb., 1901, Secretary to Superintendent, Fort William, Ont.; Feb., 1901, to Mar., 1901, Secretary to Superintendent, Cranbrook, B.C.; Mar., 1901, to May, 1902, chief clerk Superintendent's office, Cranbrook; June 1, 1902, to April, 1903, chief clerk General Superintendent's office, Lake Superior Division, North Bay, Ont.; April, 1903, to Feb., 1904, General Superintendent's accountant, Lake Superior Division, North Bay; Feb., 1904, to Mar., 1907, chief clerk General Superintendent's office, Central Division, Winnipeg; Mar., 1907, to June, 1907, chief clerk Assistant General Manager's office, Western Lines, Winnipeg; June, 1907, to Nov., 1908, Superintendent.

change and the Board of Trade. At the time of the sittings of the trans�ortation committee, he was a very important witness regarding inland transportation.

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J. W. Donald, formerly District Passenger Agent Chicago and Alton R.R., Detroit, Mich., died there recently. He had suffered from bronchitis ataxia for several years. In Feb., 1908, he was compelled to resign his position with the Chicago and Alton R.R., and spent one time at Egypt, Mass., from which place he wrote, on Sept. 18 last, to the Managing Director of "The Railway and Marine Hotel," "I am improving out and sleep well, and suffer little pain, but do not get so as to walk any distance. They say it's coming all I may get round to see the boys once a week."

John Leslie, who has been appointed Assistant Controller C.P.R., Montreal, was born at Toronto, and entered railway service with the Toronto, Grey and Bruce Ry. as assistant cashier, and was subsequently cashier, accountant and auditor in succession. On the absorption of the railway by the C.P.R. in 1893, he was placed in charge of the accounts of the Ontario and Huron until Mar., 1895, and at 1897 at Montreal, Jan. 17 to Oct. 2, 1901, chief clerk to Auditor; Oct. 2, 1901, to Dec. 1, 1908, Auditor of Disbursements, Montreal.

D. Chelburn, city ticket agent C.P.R., Victoria, B.C., who has recently been also appointed District Passenger Agent responsible for British Columbia, B.C., was born in Matlock, Derbyshire, Eng., Nov. 5, 1889, and entered C.P.R. service in Canada in 1888, when he has been connected with the West Department, with the exception of two years spent in Australia. He was born, Sept. 1901, to Mar., 1908, chief clerk, passenger department, Victoria, when he was appointed city ticket agent at Victoria, B.C., in Sept., 1908, was also appointed District Passenger Agent E. and N. Ry. Apps, who has been appointed General Passenger Agent C.P.R., Montreal, was born at Yarmouth, Nov. 9, 1877, and entered railway service in 1893, since when he has been to 1898 clerk, local freight

Agent C.P.R., Atlantic Steamship Lines, Montreal.

W. G. Annable, who has been appointed General Passenger Agent C.P.R. Atlantic Steamship Lines, Montreal, was born at Ottawa, Mar. 3, 1875, and entered railway service 1891, since when his record has been: 1891 to Jun., 1901, starting as junior clerk and rising to chief clerk, C.P.R. City Passenger office, Ottawa; Jun., 1901, to Nov., 1905, in General Passenger Department, Montreal, having charge of the steamer reservations on the Pacific for through passengers from Europe, as well as those on the continent; also on the Atlantic for through passengers from the Orient; also the Chinese business for the company. He remains in detail with such passengers through Canada in bond to other countries; Nov., 1905, to Dec., 1908, General Baggage Agent C.P.R., Montreal.

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Lord Northcote is the adopted son of Lady Northcote, the daughter of Lord Mount Stephen. During their stay in Montreal Lord and Lady Northcote were the guests of R. and Mrs. Meighen, the latter being a sister of Lord Mount Stephen. They were also at various times entertained by the Governor-General and Lady Grey, Sir Thos. and Lady Shaftesbury, Sir Wm. and Lady Van Horne, Sir George and Lady Drummond, Sir Montagu and Lady Allan, and R. W. and Mrs. Redford.

H. J. McGuire, whose appointment as District Baggage Agent C.P.R., Pacific Division and R.C. and Pacific Coast Steamship Service, at Vancouver, B.C., was announced in our last issue, was born at Toronto, June 11, 1881, and entered railway service July, 1898, since when he has been successively to fish, 1901, office boy, clerk, and stenographer, General Baggage Agent's office C.P.R., Toronto; Mar. 10, 1904, Agent Canadian Transfer Co., Toronto; Aug. to Nov., 1904, chief clerk in Baggage Master's office, Toronto Union Station Association; Dec., 1904, to Apr., 1906, Baggage Master C.P.R. and G.N.R. points, chief clerk to Assistant General Baggage Agent Nelson, B.C.; Apr., 1906, to May, 1907, Agent C.P.R., Winnipeg, May, 1907, to May, 1908, Travelling Baggage Agent C.P.R. Western Lines, Winnipeg.

Alan Cameron, who has been appointed General Traffic Agent C.P.R., New York City, was born March 14, 1864, and entered

was educated at the Liverpool Institute, and after serving in various capacities in offices of Liverpool merchants, entered transportation service, Jan. 1, 1888, since when he has been to 1901, assistant bookkeeper, 1891 to 1892, Assistant Passenger Manager, 1892 to 1893, Passenger Manager, Dominion Line, Liverpool, Eng. In 1897, when the Dominion Line inaugurated its passenger service to Boston Mass., he was sent here to organize matters, and again visited Boston in 1901 in connection with the inauguration of a direct Mediterranean service. On the absorption of the Dominion Line into the International Mercantile Marine, he was soon after, 1903, 1904, Manager of the White Star Line, again visited Mediterranean services, and from Mar., 1904, to Sept., 1905, was Resident Manager, same service, Naples, Italy; and Sept., 1905, to Dec. 31, 1908, Agent White Star and Hamburg-American Lines, Naples, Italy. He is a grandson of Capt. Robson Cruise, R.N., who was mortally wounded at Trafalgar under Nelson.

D. C. Colman, whose appointment as Superintendent of Car Service C.P.R. Western Lines, Winona, Minn., was announced in our last issue, was born at Carlton Place, July 9, 1876, and entered railway service July 9, 1890, to Sept., 1900, to Sept., 1900, since when he has been successively: General Superintendent, Winona; Sept., 1900, to Feb., 1901, Secretary to Superintendent, Fort William, Ont.; Feb., 1901, Assistant Engineer's officer, Fort William, Ont.; Jan., 1901, to July 1901, Secretary to Superintendent at Fort William, Ont.; to Carltonbrook, N.Y.C., Mar., 1901, to May, 1902; Carltonbrook, N.Y.C., May, 1902, to Sept., 1903, Secretary to Superintendent's office, Carltonbrook; June 1, 1902, to April, 1903, chief clerk, General Superintendent's office, Lake Superior Division, North Bay, Ont.; April, 1903, to Feb., 1904, General Superintendent's accountant, Lake Superior Division, North Bay; Feb., 1904, to Mar., 1907, chief clerk General Superintendent's office, General Superintendent, North Bay, Ont.; April, 1907, to June, 1907, chief clerk Assistant General Manager, General Superintendent's office, Carltonbrook, N.Y.C., May, 1907, to June, 1908, Superintendent's office, Carltonbrook; June 1, 1908, Superintendent, Lake Superior Division, North Bay, Ont.

Among the subscribers to the Hammond Endowment fund, inaugurated by H. C. Hammond, President Northern Navigation Co., in connection with the Toronto Free Hospital or Consumers, are the following: E. R. Gher, M.P., director C.P.R. \$1000; G. Croft, director Niagara Navigation Co.; J. A. McKee, President Western Steam-

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Co.; L. Soëman, Managing Director Toronto Ferry Co.; A. M. Nanton, Managing Director Alberta Ry. and Irrigation Co.; each \$1,000. Hon. J. S. Hendrie, director Northern Navigation Co.; W. J. Sheppard, Vice-President Northern Navigation Co.; R. B. Angus, director C.P.R.; Hon. L. J. Forget, director C.P.R.; C. R. Hosmer, director P.R.; Sir Thos. G. Shaughnessy, President P.R.; Elliott Galt, President Alberta Ry. and Irrigation Co.; each \$500. Hon. G. A. Ross, director G.T. Pacific Ry.; J. Galt, director Alberta Ry. and Irrigation Co.; F. L. Franklin, Vice-President Dominion Coal Co.; Sydney and Louisburg Ry.; L. A. Hamlin, ex-Land Commissioner C.P.R.; each \$100. Wm. Whyte, Second Vice-President C.R.; J. H. Munson, General Counsel, C.N.R. Western Lines; each \$50. F. W. Scotts, Assistant to Second Vice-President C.P.R., \$25. W. B. Lanigan, Assistant Night Traffic Manager, C.P.R. Western Lines; C. E. McPherson, General Passenger Agent, C.P.R. Western Lines; and Hugh Etherland, Executive Agent, C.N.R., Winnipeg, each \$10.

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## MAINLY ABOUT PEOPLE.

Leonard, General Manager C.P.R., 1895 to 1903 Agent, 1903 to 1905 Supervisor of Agencies, 1905 to Jan. 1, 1909, travelling freight Agent Central Division C.P.R., Winnipeg.

H. W. Hodges, General Manager Niagara Navigation Co., Toronto, with Mrs. Hodges and family left Toronto Jan. 3, and sailed from New York for Europe. They will spend some time in Munich, Bavaria, probably returning in March.

Judson Harmon, who was receiver of the Pere Marquette Ry., as well as of the Cincinnati, Hamilton and Dayton Ry., when they were operated jointly, and who still retains the latter office, has been elected Governor of the State of Ohio.

D. Sutherland, General Agent C.P.R., Prince Rupert, B.C., was prior to entering C.P.R. service, General Freight Agent Reid Newfoundland Co., St. John's, Nfld., and until Jan. 1, was Travelling Freight Agent C.P.R., Vancouver, B.C.

J. H. Gordon, Travelling Freight Agent Eastern Manitoba, C.P.R., Winnipeg, has been in the company's service eight years, during which time he has been in the operating and traffic departments, and was, until Jan. 1, Solicting Freight Agent at Winnipeg.

Imperial Service Metals have been awarded to the following Government railway employees for long and meritorious service: J. C. Clarke, section foreman; A. McCaule, engineer; J. G. McDonald, engineer, and E. Shaw, crossing watchman, all of the Intercolonial Ry.

Miss L. Betty, daughter of G. A. Berry, St. Catharines, Ont., who was connected with the construction of the Nickel, Kaministiquia and Sunnabean Ry., and is interested in other railway projects in Canada, was married Jan. 11 to P. Ritchie, Brookville, Ont.

C. Graham Drinkwater, heretofore Manager railway and contractors' department, Canadian Pacific Ry., Montreal, has been appointed Manager of the company's Montreal house, vice C. M. Ridel, resigned. Mr. Drinkwater is son of the late C. Drinkwater, Secretary C.P.R.

Mr. A. Miller, claims clerk, G.T.R., Montreal, was presented, Jan. 15, by the clerical staff at the Montreal freight terminals, with a gold watch and chain, on his retirement under the provisions of the pension fund. He was in the G.T.R. employ for 30 years and will in future reside in England.

Local press reports mention Andrew Jackson, who died in Toronto Jan. 4,

1909, was father of H. A. Jackson, Assistant General Freight and Passenger Agent, G.T.R., Northern Ry., at Nelson, Mont.

W. H. Trosley, who has been appointed Manager Railton Car Works, Chicago, Ill., to the Board of Railway Commissioners, died recently, aged 80, was the son of J. J. Vickers, of Toronto, president of Vickers Express.

Andrew Jackson, who died in Toronto Jan. 4, 1909, was father of H. A. Jackson, Assistant General Freight and Passenger Agent, G.T.R., Northern Ry., at Nelson, Mont.

Mr. Mount Stephen \$2,500, to the Board of Railway Commissioners, to fill the vacancy caused by T. F. Stradkorn's subscription \$5,000, to the Board of Railway Commissioners, to fill the vacancy caused by T. F. Stradkorn's death.

Lord Strathearn, General Baggage Agent G.T.R., on Jun. 20, for St. Augustine, Fla., at the meetings of the Association of Baggage Agents of America, as Secretary

of the Northern stockholders of the Lord Strathearn appears as the holder of \$4,000,000 of Northern Pacific and \$2,500,000 of Great Northern stock, and his daughter, Mrs. C. E., a native of Belleville, has for some years been engaged in construction work in China, has agreed to take charge of a large irri-

across the city, has been appointed one of the six engineers who have been instructed to proceed to Panama to prepare a report on the progress of the canal project.

In our issue of October last, reference was made to the death at Red Deer, Alta., of Jos. Wallace, formerly General Agent C.P.R., Hamilton, Ont., from which position he retired in May, 1905. The item was based on information which we believed to be authentic, but we have since learned that it was incorrect, and we very much regret having published it. We were recently advised that Mr. Wallace was still living at Red Deer, and in good health.

W. H. Estcourt, who has been appointed acting freight Auditor, Intercolonial Ry., Moncton, N.B., was born at Halifax, N.S., Sept. 20, 1871, educated at Moncton, N.B., and entered the C.P.R. Office Auditor's office, Moncton, Oct., 1892, occupying various positions, these including those of clerk in charge of interior, passenger, parlor and sleeping cars, statistical and outstanding receivants, travelling auditor, etc. He was appointed chief clerk, Accounting Department, Mar. 1, 1907, which position he held until Jun. 1, 1909.

The Montreal Transportation Co.'s directors, at a meeting Jan. 7, passed the following resolution: "That the directors of this company wish to place on record the great services they have sustained through the death of J. A. Cuttle, the Managing Director. He had been in the employ of the company for 34 years, and his ability, foresight, and single-minded devotion to the company, and its interests, have done much for its advancement, and his sudden death is not only a great loss to this company, but to the business interests of Montreal."

Talih Halstead, General Freight Agent C.P.R., Calgary, Alta., entered C.P.R. service Jan. 7, 1892, and was to Sept. 1901, in the Land and General Freight office, Toronto, Sept., 1900, to April, 1902, chief clerk General Freight office, Whinipeg, and during the latter portion of that time he was Traveling Freight Agent there; 1902 to 1903, chief clerk General Freight office, Vancouver, B.C., and during the latter part of that time he was Traveling Freight and Passenger Department Agent, Tacoma, Wash.; 1906 to Jan. 1, 1909, General Agent Freight and Passenger Department, Vancouver, B.C., whose appointment as Superintendent Dining Cars and Pacific Division News Service, district 5, Pacific Coast, C.P.R., at Vancouver, B.C., was announced in our Jan. issue, was born at Portlaid, Ore., Jan. 16, 1868, and entered the Pullman Co.'s service at Chicago in 1887, where he remained until July, 1890, since when he has been

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Sperling, of London, Eng., a director of the Electric Ry. Co., and a brother of Sperling, its General Manager, died.

Wm. Mackenzie, wife of the President, has been elected Vice-President of Elizabeth Visiting Nurses' Association.

J. Hill, Chairman of the Board, Great Northern Ry., has contributed \$1,000 to the building fund of the Friends' College at Newmarket, Ont.

H. Mann, Vice-President Canadian Pacific Ry., recently presented to each director of the company, a set of three volumes of Queen Victoria's Letters.

Mrs. Elizabeth Vickers, who died at Dublin, Ireland, recently, aged 89, was the widow of the late J. J. Vickers, of Toronto, founder of Vickers' Express.

John Jackson, who died in Toronto Jan. 6, aged 71, was father of H. A. Jackson, Assistant General Freight and Passenger Agent, Northern Ry., at Helena, Mont.

Frank Tinsley, who has been appointed Manager Pullman Car Works, Chicago, Ill., in place of E. Tinsley, Superintendent Game and Fisheries Department.

Strathcona has subscribed \$5,000, and Mount Stephen \$2,500, to the House Fund, London, Eng., for sufferers by the recent earthquake at Messina, Italy.

Recent press reports mention Andrew St. John, merchant of that city, as a likely applicant to the Board of Railway Commissioners to fill the vacancy caused by T. C. death.

Frank, General Baggage Agent G.T.R., died, Jan. 20, for St. Augustine, Fla., at the meetings of the Association of Baggage Agents of America, of which he was Secretary.

Johnson, C.E., a native of Belleville, Canada, for some years been engaged in construction work in China, has agreed to take charge of a large irrigation project in Mexico.

recovered at the residence of S. General Manager New York, New York, Hartford Rd., New Haven, Conn., in which his mother lost her life. Two members of the family were

son of Ottawa, has been appointed and J. L. Whiting, K.C., and J. G. as members of a board of conciliation with a dispute between the and Pembroke Ry. and its telegraph.

Vice President Toronto Ry., died with other transportation after a narrow escape from a serious accident, Toronto, Jan. 7, when his automobile struck by a street car and badly

McGurigan, who died Dec. 25, Vancouver, B.C., was from 1883 in charge of the construction of the coastal line. C.P.R. Medical Superintendent, construction work within the

nati, Hamilton and Bayton Ry., where they were operated jointly, and who still retains the latter office, has been elected Governor of the State of Ohio.

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In a list of railway stockholders of the U.S., recently published in New York, Lord Strathearn appears as the holder of \$4,000,000 of Northern Pacific and \$2,880,000 of Great Northern stock, and his daughter, Hon. Mrs. Howard, as owner of \$1,900,000 of Northern Pacific and \$1,700,000 of Great Northern stock.

Additional subscriptions recently received for the Hammond Endowment Fund, inaugurated by H. C. Hammond, President Northern Navigation Co., for the Toronto Free Hospital for Consumptives include: S. H. Blake, K.C., \$300; D. D. Mann, \$200; G. T. Blackstock, K.C., \$100; Z. A. Lash, K.C., \$100; Angus Sinclair, \$50.

Mrs. J. L. Englehart, wife of the Chairman of the Temiskaming and Northern Ontario Ry. Commission, died at Toronto, Dec. 31, after a somewhat lengthy illness. The funeral, which took place at Petrolia, Ont., Jan. 4, was attended by F. Dane, one of the Commissioners; A. J. McGee, Secretary-Treasurer; J. H. Black, Superintendent, as representing the railway.

J. Randolph Chicago, Ill., who was retained by the City of Toronto as an expert in the recent application to the Board of Railway Commissioners for an order to compel the railway companies to construct a viaduct

W. H. Estano, who has been appointed acting Traffic Auditor, Intercolonial Ry., Moncton, N.B., was born at Halifax, N.S., Sept. 29, 1874; educated at Moncton, N.B., and entered the I.C.R. Traffic Auditor's office, Moncton, Oct. 1892, occupying various positions, these including those of clerk in charge of interline, passenger, parlor and sleeping cars; statistical and outstanding accounts, travelling auditor, etc. He was appointed chief clerk, Accounting Department, Mar. 1, 1907, which position he held until Jan. 1, 1909.

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F. L. Hay, whose appointment as Superintendent Sleeping and Dining Cars and News Service, district 5, Pacific Division, C.P.R., at Vancouver, B.C., was announced in our Jan. issue, was born at Portland, Ore., Jan. 16, 1868, and entered the Pullman Co.'s service at Chicago in 1887, where he remained until July, 1895, since when he has been till July, 1908, in the Dining Car Dept., Pennsylvania Rd., Jersey City, for the last eight years as Assistant Superintendent of Dining Cars and Restaurants; July to Dec., 1908, acting Superintendent, Sleeping and Dining Cars and News Service, C.P.R., Vancouver, B.C.

G. H. Middleton, C.E., who died at Edinburgh, Scotland, Dec. 17, 1908, was engaged in 1871 in construction work on the St. Lawrence district of the Intercolonial Ry., and subsequently in C.P.R. construction north of Lakes Superior. On the completion of this latter work he entered into partnership with the late Sir Robert G. Reid, in connection with the railways in Newfoundland. For several years he has been engaged in railway work in South Africa. He married a daughter of the late S. Hazlewood, sometime District Engineer, Intercolonial Ry., one son being on the C.P.R. engineering staff at Lethbridge, Alta.

J. W. Donald, formerly District Passenger Agent, Chicago and Alton Rd., Detroit, Mich., whose death was mentioned in our last issue, was born at St. John, N.B., Dec. 22, 1857, entered railway service in 1877, and was to 1881 Travelling Passenger

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General Freight Agent's office, N.B.; Dec., 1901, to Aug., 1903, Long Freight Agent, covering territory of St. John in New Brunswick, Nova Scotia; Prince Edward Island, and Newfoundland; Aug., 1903, to Aug., 1907, chief of General Freight Agent's office, St. John, N.B.; Aug., 1907, to Jan. 1, 1909, Clerk, General Foreign Freight Agent's office, Montreal.

R. J. Savage, whose appointment as Chief Train Dispatcher, District 3, Central Division C.P.R., Brandon, Man., was announced in our Jan. issue, was born at Forrester, Ill., Oct. 5, 1876. He entered the C.P.R. Mar. 1, 1890, as station agent at South Sorel, Que., since when he has been successively to May 1, 1894, station agent and operator at various stations in Quebec Province; May 1, 1894, to May 24, 1897, train dispatcher, Farnham, Que.; Jan. to Sept., 1900, Night Chief Train Dispatcher, Toronto; Sept., 1904, to Sept., 1906, Inspector Train Dispatching Western Lines, Winnipeg; Sept., 1906, to Mar. 1, 1907, Chief Dispatcher, District 1, Central Division, Kenora, Ont.; Mar. 1, 1907, to Dec., 1908, Trainmaster District 3, Central Division, Brandon, Man.

H. C. Hammond, President Northern Navigation Co., who has been suffering from attacks of the throat since June last, died in Toronto Jan. 28. He was born at Grafton, Ont., Oct. 19, 1844; educated at Cobourg Collegiate School and Upper Canada College, and began his business career in the Cobourg branch of the Bank of Montreal, passing to the Bank of Montreal, and subsequently to the Bank of Hamilton. He entered into partnership with E. B. Osler in Toronto in 1872, and took a leading part in many important commercial and financial projects. In 1904 he became President Northern Navigation, at a time of exceptional difficulty in the company's career, and the strong hold now occupies is due in a great measure to the energy of the late President.

Ansley, whose appointment as master, district 3, Central Division, Brandon, Man., was announced in our Jan. issue, was born June 15, 1873, at Sudbury, Ont. He entered railway service in 1897, as wiper on the Canada West, at Depot Harbor, and was soon transferred to the mechanical department until Dec., 1900, when he entered the Algoma Central and Hudson Bay Railways, Sault Ste. Marie, Ont., and later the Algoma Central, same road. He re-entered it in 1901, he has been: Aug. 4, 1901, to Mar. 1, 1903, brakeman, C.P.R., Kenora, Ont.; Mar. 1, 1903, to Aug. 19, 1907, conductor, Aug. 19 to Nov. 3, 1907, Assistant master, same road, Brandon, Man.; to completion of construction, Sheho extension, same road, Sask.; from then to Oct. 1, 1908, master, district 5, Central Division, Sask.; Oct. 1 to Dec. 1, 1908, Trainmaster, Central Division, Souris.

The Tribune, under the heading "Hence," recently published the report that Sir George J. - The report that Sir George J. accepted the presidency of the

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P.R., St. John, N.B., and at Bangor, W.L. to 1887, Travelling Passenger, Ichesson, Foreck and Santa Fe Rd., Mass., 1887 to 1901, General Agent or Department, Chicago and Alton (Ill.) station, Mass., 1901 to 1904, District Agent, same road, Buffalo, N.Y., Nov. 20, 1908, District Passenger in charge of Michigan and Ontario same road, Detroit, Mich.

Robinson, whose appointment as an Export and Import Freight Agent in Toronto, was announced in our last issue, from St. John, N.B., Dec. 7, and entered C.P.R. service, Nov. 25, 1908, when he has been to Due, 1901, General freight Agent's office, St. John, Dec., 1901, to Aug., 1903, being Freight Agent, covering territory St. John in New Brunswick, Nova Scotia, Prince Edward Island, and Newfoundland, Aug., 1903, to Aug., 1907, chief General Freight Agent's office, St. John, N.B.; Aug., 1907, to Jan. 1, 1909, General Foreign Freight Agent's office, Montreal.

J. B. Savage, whose appointment as the Train Dispatcher, District 3 Central Division, C.P.R., Brandon, Man., was announced in our Jan. issue, was born at Foreston, Ont., May 5, 1876. He entered the C.P.R. Mar. 1, 1890, as station agent at Southend, Que., since when he has been successively, Mar. 1, 1894, station agent and assistant to May 1, 1894, station agent in Quebec Province, at various stations in Quebec Province, May 1, 1894, to May 24, 1897, train dispatcher, Burnham, Que.; Jan. to Sept., 1898, to 1900, Train Dispatcher, Toronto; Mar. 1, 1900, to Sept., 1900, Inspector Train Sq., 1901, to Sept., 1900, Inspector Train Western Lines, Winnipeg; Sept., 1900, to Mar. 1, 1907, Chief Dispatcher, Dist. 1, Central Division, Kenora, Ont.; Mar. 1, 1907, to Dec., 1908, Trainmaster Dist. 3 Central Division, Brandon, Man.

H. A. Hammond, President, Northern Navigation Co., who has been suffering from paralysis of the throat since June last, died in June 26. He was born at Grafton, Ont., Dec. 19, 1844; educated at Cobourg Grammar School and Upper Canada College, and his business career in the Cobourg area.

A. H. Bank, and subsequently to the Bar. Hamilton. He entered into partnership with E. M. Oster in 1872, a leading part in many important political and financial projects. In 1904 he elected President Northern, difficulty at a time of exceptional difficulty in company's career, and the strong man occupies is due in a great part to the energy of the late President, Mr. Ainsley, whose appointment as manager, district 3, Central Division, Brandon, Man., was announced in our Dec. 19, 1908, issue, was born June 16, 1873, at Cobourg. He entered railway ser-

vice in 1893, as master on the Canada

Winnipeg, Hudson's Bay and Liverpool Aerail Navigation Co., is premature. Sir George explains that the offer from a mercenary point of view was extremely flattering, but the condition that obliged him to denounce was that the president should sit in the stern of the air train and steer the thing across the Atlantic on the initial trip. While he was found of sea bathing at Atlantic City, Old Orchard, or Pema Beach, providing the conditions and company were agreeable, he did not fancy a ship among the icebergs in the northern inland sea, or along the Labrador coast. He had been reading up the history of northern navigation from Sir Henry Hudson's voyage down on just Sir John Franklin's expedition, and those which went out to find him, and Sir George fancied that, all things considered, it would quietly and unquestionably end in a horizontal navigation as near to term firm as possible."

#### Shipment of Long Materials and Stones.

The Board of Railway Commissioners has sent out the following draft of an order which it proposes to issue, stating that the matter will be taken up at the sittings in Ottawa, April 6.

Whereas the intention of the Board has been called to a number of accidents, in some instances fatal, caused by defects in the flat and open cars of railway companies, used for shipments of long materials and stone, not affording proper safeguards for the handling of such traffic. Upon the report and recommendation of its inspectors, and in pursuance of the powers conferred upon it by sec. 30 and 32 of the Railway Act, and of all other powers possessed by the Board in that behalf, It is ordered that every railway company subject to the legislative authority of the Parliament of Canada operating a railway by steam power, alone or in conjunction with other railways, shall have the power to make rules and regulations to govern the following of lumber, logs and stone on the loading of lumber, logs and stone on flat or open cars, namely:

1.

1. That cars be so loaded that one hand-brake shall always be accessible and operative, and that there be at least 6 inches between the brake wheel and the lading.

2.

2. That all stakes, chipping pieces, bearing pieces, and braces be sound, straight, grained (hardwood preferred), and free from knots that would materially impair their strength. (Hendrick must never be used.) Care must be taken to keep the stakes from spreading at the top while cars are being loaded, and in no case must the load exceed the width of the car, unless otherwise specified, stakes must not be less than 4 ins. wide by 3 ins. deep, or saplings 5 ins. in diameter at the centre, tapered at the ends to fit accurately, extend through and completely fill the stake packets, which should not be less than 3 1/2 ins. wide by 5 ins. deep.

3.

3. That all on-site stakes be always fastened

stones resting on uneven face be wedged to prevent their from rocking, and that chairs so loaded be provided with hardwood stakes or trestles, to prevent end and side shifting; (c) and that when small-sized stone, such as rip rap, gravel, paving blocks, etc., be loaded on flat or open cars, such cars be provided with side and end boards securely staked and fastened, that is to say, the boards and stakes are to be high enough and strong enough to carry the load safely, and the ends of the chumps or mauls, so that the ends and sides of the car shall be securely closed.

5. That if the load on a car shifts in transit, the train crew shall see that it is readjusted in accordance with this order before the same is allowed to proceed.

6. That shippers and the railway companies and their operators and employees shall see that all open and flat cars are loaded, and the loads protected in accordance with the terms of this order.

7. That every such railway company shall be liable to a penalty not exceeding \$50 for every failure to comply with the foregoing regulations.

#### Railway Interests in Parliament.

The speech of the Governor-General at the opening of the Dominion Parliament, Jan. 20, contained the following references to railway interests:

"The rapid settlement of the new provinces calls for new lines of transportation. The construction of the Transcontinental Railway has been vigorously pressed forward during the last year. The line was open for the carrying of the crops from Winnipeg to the Battle River, a distance of 975 miles. Exploratory surveys for a railway from the western wheat fields to Hudson Bay are being pushed energetically. Four parties have been at work since August last. Upon the report it will be sufficient to hear the rest of the report as to both the route to be followed and the approximate cost. The provision of the Dominion Lands Act of last session for the sale of pre-emptions and purchased homesteads has created a new source of revenue which will be sufficient to bear the cost of the railway to Hudson Bay without burdening the ordinary revenue. From Sept. 1, when the act came into force, until Jan. 1, sales of pre-emptions and purchased homesteads amounted to over two million acres, all subject to homestead rules.

"In pursuance of an announcement made during the concluding session of last Parlia-

ment, a commission was appointed to ex-

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This has been placed in safety by the record department.

**Canadian Pacific Ry.**—E. W. Champion has been appointed District Master Mechanic, district 1, Eastern Division, vice B. Pendleton, transferred, Office, Farnham, Que.

J. E. Weston, formerly Master Mechanic, Ontario Division, who has been on leave of absence, has been appointed acting Shop Superintendent, West Toronto.

A. Maynes, heretofore Rule Examiner, West Toronto, has been appointed District Master Mechanic, district 1, Ontario Division, vice J. H. Spragge, transferred, a position he held prior to his appointment as Rule Examiner, Headquarters, West Toronto.

J. H. Spragge, heretofore District Master Mechanic, district 1, Ontario Division, has been transferred to district 3, vice A. E. Stewart, which position he held prior to his transfer to district 1, Headquarters, West Toronto, Ont.

A. E. Stewart, heretofore acting District Master Mechanic, district 1, Ontario Division, West Toronto, has been given a position as locomotive engineer.

J. Pendleton, heretofore District Master Mechanic, district 1, Eastern Division, Farnham, Que., has been appointed Locomotive Engineer, London, Ont.

**British, Rainy Lake and Winnipeg Ry.**—J. D. Norton, Chief Accountant Canadian Natl. Ry. and General Auditor Canadian Natl. Ry. and allied eastern lines, has been appointed Secretary and General H. R. L. and W.R. Office, Toronto.

Mitchell, acting Treasurer C.N.R., has also been appointed Treasurer and W.R. Office, Toronto.

Murphy, heretofore General Manager, has been given the title of Superintendent to the head office, Toronto, Ont., Minn.

Hall will continue to act as Traffic Office, Duluth, Minn.

**Frank Pacific Ry.**—P. Desmond, in charge of the yards at Wainwright, is reported to have been administrator at Watrous, Sask.

**Frank Ry.**—Jos Duguid, heretofore machine shop, Stratford, has been promoted.

He has been appointed foreman, shop, Stratford, vice J. Duguid.

Two agents have been appointed in Prescott, Ont.: R. J. Parker, F. N. Chambers, Burt, Mich.; and A. R. Dingman, Kingsville.

In last issue it was stated that R. E. G. was Passenger Agent, Cortland, at his own request, been transferred duties. We are advised that in connection with the company, his official position.

**Great Ry.**—W. C. Appleton, chief Superintendent of Motive Power, has been appointed Assistant to the Superintendent of Motive Power, and will in

**Mackenzie, Mann & Co.'s Eastern Lines.**—

A. F. Stewart, heretofore Assistant Chief Engineer of Construction, has been appointed Chief Engineer of Construction lines in Ontario and Quebec, vice T. H. White, who has been on leave of absence for the past year, and who has now been assigned to other duties.

**New York Central and Hudson River Rd.**—R. G. Sullivan, heretofore General Foreman Locomotive Department, has been appointed Division Superintendent of Motive Power of the Hudson and Middle Divisions, vice E. A. Watson, resigned, Headquarters, West Albany, N.Y.

**Northern Navigation Co.**—C. A. Macdonald, heretofore Auditor Freight and Passenger Accounts, has been appointed Comptroller—his former title being discontinued. Office, Collingwood, Ont.

**Richelieu and Ontario Navigation Co.**—The title of J. W. Carvin, Travelling Passenger Agent Alexandria Ry., N.Y., has been changed to District Passenger Agent.

**Temiskaming and Northern Ontario Ry.**—G. A. McCarthy, Chief Engineer, has resigned to enter private practice in Toronto. The resignation will take effect Apr. 1.

A. J. Part has been appointed Assistant Freight and Passenger Agent, in charge of rates, traffics, and claims.

#### G.T.R. Stratford Shops.

The formal opening of the recently erected shops at Stratford, Ont., was signalized, Feb. 18, by a dinner given by the Stratford municipality to C. M. Hays, Second Vice-President and General Manager, and other G.T.R. officials. Mr. Hays, in responding to the toast of the G.T.R., paid a high tribute to the Motive Power Department, especially mentioning the services rendered by W. D. Robb, Superintendent of Motive Power, and R. Patterson, Master Mechanic, Stratford. He considered the shops a model, and said they would be a training school for many men, both on the G.T.R. and the G.T.P.R., and would put the company to the fore in all departments. The G.T.R. had, during his term, doubled its earnings, and largely increased its passenger traffic and mileage. Referring to the agitation for the elimination of level crossings, the G.T.R. had 3,000, and to fix these, it was estimated, would require an expenditure of \$50,000,000, which would take years to provide for. On the question of a new station at Stratford, Mr. Hays said, that in due course it would be built, but moderation in immediate demands was necessary.

C. E. Gillen, Superintendent Middle Division, gave the following statistics: Canada has one mile of railway to every 289 people, or to every 161 sq miles, in all 30,000 miles, of which 8,000 are in Ontario. These carry 32,000,000 passengers annually, and 64,000,000 tons of freight. Their net revenue is \$16,000,000, with 5.6% profit on the investment.

A full description of the shops, with details of lay out, was given in our Dec., 1907, issue.

proving remunerative, should it advisable to absorb them into system.

The conclusions arrived at, as the report, are mainly as follows: express the unanimous feeling from interviews with the people these lines that great good would follow the suggested. There is not a dissenting voice the people we interviewed as to country and its people would there can be no question as to such action would have on bus now lagging and falling away because of facilities for the proper conduct traffic. It is a well-established in nearly every case where branch been absorbed by trunk lines has proved to be of great value lines as well as furnishing addition to the main line and then become feeders to them as they increase and earning powers of the trunk perched by lack of capital and management, if cannot be expected the lines can provide the services needed for the development of the country they profess to serve, and, constrained to say the branch lines not in a position to give a satisfactory and, in fact, we believe they have reached that stage of becoming hindrance than a help to the present of the country. We are the careful nursing of present in the development of new ones necessarily follow the absorption branch lines would make their vital interest and one worthy of consideration. Furthermore, the Maritime Provinces, who, as a poorly served by the branch lines that in view of the large amount other assistance accorded to northwest for the purpose of the country, they are entitled to a share of generous treatment so poses.

The report does not deal with meeting railways, as there are lines, with which any such deal of the question, but only with what is considered would be likely to be absorbed, and which it is with advantage be taken over as feeders. An additional report by the N.B. Government, dealing lines in New Brunswick.

In our Oct., 1908, issue we dealt with the various lines connecting U.C.R. in Quebec, New Brunswick, and subsidies granted, both Dominion, and rolling stock in service.

A petition is reported to have been signed in Alberta, asking Parliament to make it illegal man upon railway work for eight hours a day.

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## TRANSPORTATION APPOINTMENTS.

Information under this head, which is almost gathered from official sources, is compiled with greatest care, so as to ensure absolute accuracy, and those who may notice any error in our news will confer a favor by advising us.

**of Railway Commissioners.**—It was announced in an Ottawa paper that Mr. Primeau had been assigned to the Secretariat of the Board, in so far as it relates to telegraph, telephone, power and pipe departments, and also the accident and equipment departments. We are officially advised that Mr. Primeau was appointed Assistant Secretary last spring and that the assignment of duties to him is a mere matter of rearrangement of the Board's work. There has been no change in his title. E. W. Smith has been placed in charge of the record department.

**Canadian Pacific Ry.**—E. W. Champion has been appointed District Master Mechanic, district 1, Eastern Division, vice B. Pendleton, transferred. Office, Barnham, Que.

J. K. Weston, formerly Master Mechanic, Ontario Division, who has been on leave of absence, has been appointed acting Shop Superintendent, West Toronto.

A. MacLean, heretofore Rule Examiner, West Toronto, has been appointed District Master Mechanic, district 1, Ontario Division, vice J. B. Sprague, transferred a position he held prior to his appointment as Rule Examiner, Headquarters, West Toronto,

J. K. Sprague, heretofore District Master Mechanic, district 1, Ontario Division, has been transferred to district 3, vice A. E. Stewart, which position he held prior to his transfer to district 1, Headquarters, West Toronto, Ont.

A. E. Stewart, heretofore acting District Master Mechanic, district 1, Ontario Division, West Toronto, has been given a position as Associate engineer.

J. Pendleton, heretofore District Master Mechanic, district 1, Eastern Division, Farnham, Que., has been appointed Locomotive Engineer, London, Ont.

**Pacific, Rainy Lake and Winnipeg Ry.**—J. Morton, Chief Accountant Canadian Natl. Ry. and General Auditor Canadian Natl. and Ontario Ry. and allied eastern lines, has been appointed Secretary and General U. R. I. and W.R. Office, Toronto.

D. Mitchell, acting Treasurer C.N.R., has also been appointed Treasurer and W.R. Office, Toronto.

Murphy, heretofore General Manager, has been given the title of Superintendent, to the head office, Toronto, Ont., Minn.

Hall will continue to act as Traffic Officer, Duluth, Minn.

**Tunki Pacific Ry.**—P. Desmond, in charge of the yards at Wainwright, is reported to have been appointed manager at Watrous, Sask.

**Frank Ry.**—Jas Duguid, heretofore machine shop, Stratford, has been appointed General Foreman, Toronto, garden, promoted.

He has been appointed foreman, Eng. Stratford, vice J. Duguid.

Agents have been appointed: at Prescott, Ont., R. J. Parker; at N. N. Chambers, Burt, Mich., Charles A. R. Dingman, Kingsville, Ont.

In our issue it was stated that R.

addition to his duties as chief clerk act as general assistant in matters relating to the Mechanical Department, Office, Moncton, N.B.

The position of Master Mechanic in charge of Moncton shops, which became vacant by the death of A. B. McHaffie, has been abolished, and their supervision has been rearranged as follows: H. D. Mackenzie, heretofore Mechanical Foreman at Stellarton, N.S., has been appointed General Foreman of Locomotive Shops, and A. B. MacDonald, heretofore car foreman, has been appointed General Foreman of Car Shops, with jurisdiction and responsibility over all employees and work in their respective departments.

Jas Blair was appointed acting Mechanical Foreman at Stellarton, N.S., Feb. 2, vice H. D. Mackenzie, promoted, and on Feb. 10 he was appointed Mechanical Foreman.

**Mackenzie, Mann & Co.'s Eastern Lines.**—A. F. Stewart, heretofore Assistant Chief Engineer of Construction, has been appointed Chief Engineer of Construction, lines in Ontario and Quebec, vice T. H. White, who has been on leave of absence for the past year and who has now been assigned to other duties.

**New York Central and Hudson River Rd.**—R. G. Sullivan, heretofore General Foreman Locomotive Department, has been appointed Division Superintendent of Motive Power of the Hudson and Middle Divisions, vice E. A. Watson, resigned. Headquarters, West Albany, N.Y.

**Northern Navigation Co.**—C. A. Macdonald, heretofore Auditor Freight and Passenger Accounts, has been appointed Comptroller—his former title being discontinued. Office, Collingwood, Ont.

**Richelieu and Ontario Navigation Co.**—The title of J. W. Carty, Travelling Passenger Agent Alexandria Ry., N.Y., has been changed to District Passenger Agent.

**Temiskaming and Northern Ontario Ry.**—G. A. McCarthy, Chief Engineer, has resigned to enter private practice in Toronto. The resignation will take effect Apr. 1.

A. J. Parr has been appointed Assistant Freight and Passenger Agent, in charge of rates, traffic, and claims

## G.T.R. Stratford Shops.

The formal opening of the recently erected shops at Stratford, Ont., was signalized, Feb. 18, by a dinner given by the Stratford municipality to C. M. Hays, Second Vice-President and General Manager, and other G.T.R. officials. Mr. Hays, in responding to the toast of the G.T.R., paid a high tribute to the Motive Power Department, especially mentioning the services rendered by W. D. Robb, Superintendent of Motive Power, and R. Patterson, Master Mechanic, Stratford. He considered the shops a model, and said they would be a training school for many men, both on the G.T.R. and the G.T.P.R., and would put the company in the fore in all departments. The G.T.R. had, during his term, doubled its earnings, and largely increased its passenger traffic and mileage. Referring to the agitation for the elimination of level crossings, the G.T.R. had 3,000; and to fix these, it was estimated, would require an expenditure of \$50,000,000, which would take years to provide for. On the question of a new station at Stratford, Mr. Hays said, that in due course it would be built, but moderation in immediate demands was necessary.

F. E. Gillen, Superintendent Middle Division, gave the following statistics: Canada

## Report on I.C.R. Connecting Lines.

The Minister of Railways laid on the table of the House of Commons, Feb. 11, a report as to the advisability of securing for the I.C.R. a number of connecting lines to act as feeders. During last year the question was discussed in Parliament, and it was contended that, were the I.C.R. not a Government railway, several of these connecting lines would have been absorbed. The Minister of Railways promised that an investigation would be made, and as a consequence, in Sept., 1908, E. Tiffin, General Traffic Manager; D. A. Storey, General Freight Agent, I.C.R.; and W. A. Bowden, Engineer of the Department of Railways, were appointed to enquire and report into the condition of the various connecting lines, and the possibilities of their proving remunerative, should it be deemed advisable to absorb them into the I.C.R. system.

The conclusions arrived at, as contained in the report, are mainly as follows: "We would express the unanimous feeling as gleaned from interviews with the people living along these lines that great good to the country would follow the suggested absorption. There is not a dissenting voice amongst all the people we interviewed as to the good the country and its people would derive, and there can be no question as to the impetus such action would have on business that is now lagging and falling away because of want of facilities for the proper conduct of the present traffic. It is a well-established fact that in nearly every case where branch lines have been absorbed by trunk lines such a policy has proved to be of great value to the branch lines as well as furnishing additional revenue to the main line and then becoming valuable feeders to them as they increase the traffic and earning powers of the trunk lines. Impeded by lack of capital and inefficient equipment, it cannot be expected that the branch lines can provide the services or facilities needed for the development of the country which they profess to serve, and, further, we are constrained to say the branch lines are to-day not in a position to give a satisfactory service, and, in fact, we believe they have now about reached that stage of becoming more of a hindrance than a help to the proper development of the country. We are satisfied that the careful nursing of present industries and the development of new ones which would necessarily follow the absorption of these branch lines would make their absorption of vital interest and one worthy of the best consideration. Furthermore, the people of the Maritime Provinces, who, as a rule, are but poorly served by the branch lines, are asserting that in view of the large amount of money or other assistance accorded to the Canadian northwest for the purpose of developing the country, they are entitled to at least a measure of generous treatment for similar purposes."

The report does not deal with all the connecting railways, as there are a number of lines, with which any such deal would be out of the question, but only with such lines as it is considered would be likely to be willing to be absorbed, and which it is surmised could with advantage be taken over and operated as feeders. An additional report, prepared by the N.B. Government, deals with connecting lines in New Brunswick.

In our Oct., 1908, issue we dealt fully with the various lines connecting with the I.C.R. in Quebec, New Brunswick and Nova Scotia, quoting mileage, capital employed,

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Sgt. James G. Shaughnessy is reported to have bought three stores on St. James St., Montreal, for \$15,000.

Hector J. Forget, President Montreal St. P.R., and his family, sailed from New York, Feb. 15, for the Mediterranean.

Mrs. Anna Angus, daughter of R. B. Angus, C.P.R. director, was married to Dr. W. H. Simpson, at Montreal, Feb. 15.

J. M. Union, Managing Director Alberta Power and Irrigation Co., has been elected president of Winnipeg Stock Exchange.

A. A. McAllister, Secretary of the Point St. Charles Railway Y.M.C.A., has been transferred to a similar position at Kenora, Ont.

J. M. Leonard, General Manager C.P.R. Eastern Lines, remained at Preston Springs, Ont., during February, on account of ill-health.

W. F. Pitt, General Passenger Agent C.P.R. Eastern Lines, who has been seriously ill with pneumonia, was reported, Feb. 25, to be progressing favorably.

T. F. Brummond, Montreal, Vice-President Lake Superior Corporation, has been elected director of the Royal Bank of Canada.

E. L. Osler, eldest son of E. B. Osler, M.P., C.P.R. director, was married in Toronto, Feb. 16, to Miss N. J. H. Kerr, daughter of Hon. T. R. Kerr.

Sir B. Montagu Allan is suing the city of Montreal for \$4,000, damage sustained to walls of his house, caused by leakage from the high level reservoir.

J. W. Michael, Vice-President and General Manager Great North Western Telegraph Co., Toronto, is spending a holiday in Florida, in his own orange grove.

B. Fletcher, a C.P.R. ex-employee, has a Winnipeg press despatched £500,000 through the uncle in New South Wales.

B. Gibson, Beamsville, Ont., general contractor, has been chairman of the Senate committee on banking for the current session.

The will of the late W. Becketting Director Allan Steamship, lately granted in Liverpool, Eng., was valued at about £24,254.

Coll. Agent C.P.R. at Taber, mounted with a gold watch, fob and ring, by the townspeople, on his similar position at Lethbridge.

Master Mechanic, G.T.P.R., at was operated on at St. Joseph's Hts., Ont., early in Jan., and Feb. 22, to be progressing favorably.

John Mackenzie, who was for some time Inverness Ry. and Coal Co., has been appointed General Manager Northern Crown Bank, Mexico City.

General Baggage Agent has been re-elected Secretary of the American Association of Baggage Agents for the 25th year.

Chief Engineer Essex, Windsor, Ont., was a mem-

H. G. Elliott, Assistant General Passenger and Ticket Agent G.T.R., Montreal, has been elected President of the Province of Quebec Fish and Game Protective Association for the current year.

M. K. Cowan, K.C., Assistant Solicitor G.T.R., has recovered from the illness which prevented his appearing at the recent sittings of the Board of Railway Commissioners at Toronto, at the end of Jan.

R. J. Smith, chief ticket clerk C.P.R. Passenger Department, Montreal, has been appointed as the Eastern Canadian Passenger Agents' Association's representative on the Inter-territorial Ticket Committee.

G. W. Stephens, Chairman of the Montreal Harbor Commission, was, it is announced, married in London, Eng., Feb. 24, to Signorita Bisacchini di Belmente, of Naples, Italy, whom he met while abroad during 1908.

T. H. White, C.E., formerly Chief Engineer of Construction Mackenzie, Mann & Co.'s eastern lines, and Mrs. White, who have spent over a year in travelling in Europe and Africa, have returned to Toronto.

Three men were arrested on Queen St., Toronto, Jan. 27, for having stolen an automobile from the residence of D. D. Mann, Vice-President Canadian Northern Ry. The arrest was made within an hour after the machine was missed.

Senator Beque, who acted for the Delware and Hudson Co. in the purchase of the lines forming the Quebec, Montreal and Southern Ry., has been appointed chairman of the Senate committee on railways for the current session.

T. F. Scott, who was engaged as a construction engineer on the Temiskaming and Northern Ontario Ry. at Cochrane, Ont., has been recommended for appointment as assistant to the City Engineer of Toronto at a salary of \$3,250 a year.

John Starr, of John Starr, Son & Co., electrical contractors, etc., Halifax, N.S., who died there Feb. 15, aged 80, was father of D. A. Starr, General Manager Clyde Valley Electric Power Co., Glasgow, Scotland, and formerly Manager of the Cornwall, Ont., Electric Ry.

R. Whitehead, who died at Smith's Falls, Ont., recently, aged 80, is said to have been the first locomotive engineer on G.T.R. construction in 1854, and remained in the company's service until 1876, when he joined the C.P.R. service, from which he retired on pension a few years ago.

Wm. and Mrs. Mackenzie, Miss Ethel MacKenzie, A. M. and Mrs. Grantham, and Z. A. Lasik, K.C., returned to Toronto, Feb. 24, after about three weeks' absence, during which they visited Monterey, Mexico, and Mexico City. The party travelled in Mr. Mackenzie's private car Atikokan.

J. Duguid, who has been appointed General Foreman G.T.R. shops, Toronto, was presented with a gold watch, Feb. 20, by the employees of the machine and erecting shops, Stratford, Ont., on his leaving there to assume his new duties. At the same time Mrs. Duguid was presented with a silver tea service.

curables, Toronto, \$5,000; Children's Aid Society of Toronto, \$3,000.

Lord Mount-Whyte, who has been living on the big estate in Scotland which he bought from Andrew Carnegie, is now spoken of as the next Governor-General of Canada. The choice old ex-Canadian says he will only accept the exalted position on one condition, and that is that his official duties must not be allowed to interfere with his annual shooting holiday in the west every autumn. "Ten Years Hence," Winnipeg Tribune.

E. N. Todd, whose appointment as Export Freight Agent, C.P.R., Montreal, was announced in our Jan. issue, was born at Huntington, Que., Oct. 17, 1879; and entered C.P.R. service May, 1896, as junior clerk, Foreign Freight Department, Montreal, since when he has been: June, 1898, to May, 1900, chief import clerk, same department; May, 1900, to Aug., 1901, in service with the Franco-Canadian Steamship Line; Aug., 1901, to 1904, chief correspondence clerk, Foreign Freight Department, C.P.R., Montreal; 1904 to Jan., 1908, Export and Import Freight Agent, C.P.R., Toronto.

T. Lowry, President of the Minneapolis, St. Paul and Sault Ste. Marie Ry., died at Minneapolis, Minn., Feb. 4, after several months' illness. He was born in southern Illinois, Feb. 27, 1843, and entered railway service in 1868, as a director of the Minneapolis, Sault Ste. Marie and Atlantic Ry. He was elected President of the M., St. P. and S.S.M. Ry. in 1889, and again in July, 1891. In referring to Mr. Lowry's death, Sir Thos. G. Shaughnessy, President C.P.R., said, recently: "He was recognized as one of the foremost men in the northwestern States. He was an energetic and enterprising business man, and was of the type that the world finds it difficult to spare."

A unique dinner took place at the Windsor Hotel, Montreal, Feb. 12, those present being: Seven Presidents of international associations residing in Montreal, viz., G. T. Bell, G.P. & T.A., Grand Trunk and G.T. Pacific Rys., and President American Association General Passenger and Ticket Agents; J. H. Callaghan, General Storekeeper C.P.R., and President Railway Storekeepers' Association; W. J. Camp, Electrical Engineer C.P.R., and President Association of Railway Telegraph Superintendents; C. H. Gould, Librarian McGill University and President American Library Association; W. McNab, Principal Assistant Engineer G.T.R., and President American Railway Engineering and Maintenance of Way Association; J. Powell, chief draughtsman G.T.R. Motive Power Department, and President Society of Railway Club Secretaries, and H. H. Vaughan, Assistant to Vice-President C.P.R., and President American Railway Master Mechanics' Association.

Press reports state that a scheme is under consideration to inaugurate a company to operate a line of airships between Ottawa and Montreal. M. D. Baldwin, Montreal, is said to be interested in the project, which, if it may be considered at all seriously, may be said to be "in the air." In the meantime no serious fluctuations of railway stock quotations have been noted.

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## TRANSPORTATION APPOINTMENTS.

The information under this head, which is almost entirely derived from official sources, is compiled with the greatest care, so as to ensure absolute accuracy. Anyone who may notice any error in our statements will confer a favor by advising us.

**Canadian Northern Quebec Ry.**—General Manager St. John Ry., W. D. Barclay; General Manager Halifax and Southwestern Ry., and the various Ry. and Coal Co., has also been appointed General Manager Canadian Northern Quebec Ry., and Quebec and Lake St. John Ry., Office, Quebec, Que.

R. W. Johnston, heretofore chief claims clerk, has been appointed Contracting Freight Agent, Office, Quebec.

H. McDonald has been appointed chief claims clerk, in charge of freight claims, vice W. W. Johnston, promoted. Office, Quebec.

J. E. Beckman has been appointed New England Passenger Agent, Office, 336 Washington St., Boston, Mass.

E. P. Tarbox has been appointed Travelling Passenger Agent, Office, 336 Washington St., Boston, Mass.

**Canadian Pacific Ry.**—M. McD. Duff has been appointed Assistant to the Manager, C.P.R. Steamship Lines, with office at Montreal. The Manager, A. Piers, has his office in Liverpool, Eng.

P. A. Gaseigne, heretofore Car Accountant, has been appointed Superintendent Car Service, Eastern Lines, Office, Montreal.

A. D. Altman has been appointed Car Accountant, vice F. A. Gaseigne, promoted, Office, Montreal.

A. S. Maynard has been appointed Chief Commissary Agent, in charge of the purveying of commissary supplies for the company's hotel establishments and dining cars. The office is a branch of the Purchasing Department, Montreal.

L. Fisher, heretofore Road Foreman of Locomotives, Saskatoon, Sask., has been appointed Road Foreman of Locomotives, Regina, Sask., vice J. Scott, transferred.

J. Scott, heretofore Road Foreman of Locomotives, Regina, Sask., has been appointed Road Foreman of Locomotives, Saskatoon, Sask., vice L. Fisher, transferred.

B. McRae has been appointed roundhouse engineer, Revelstoke, B.C., vice G. Chapman, transferred.

J. H. Tollock has been appointed Locomotive Foreman, North Bend, B.C., vice D. Ingles, resigned.

H. Collins, heretofore Assistant Roadmaster, has been appointed Roadmaster, Cascade section, Engine Division, vice A. Munro, deceased.

C. Johnson has been appointed Assistant Roadmaster, Cascade section, Pacific Division, vice H. Vollans, promoted.

B. McRae has been appointed Travelling

The following agents have been appointed: St. Paul, Que., W. T. Parker; Dominion, Que., W. J. Mallett; Convent, Que., W. J. Mallett; River Beaudette, Que., J. A. Perrier; Morrisburg, Ont., G. A. Godfrey; Oneida Junction, Ont., J. M. Rutherford; Scotia Junction, Ont., S. Blatherwick; Mimico, Ont., W. E. Millar; Thorold, Ont., J. W. Ralston; Norwich, Ont., L. J. Heldman; Amherstburg, Ont. (outside agency), R. L. Kitchen; Goldstone, Ont., R. J. Hyde; Port Huron (Pass.), Mich., C. R. Clarke.

**Intercolonial Ry.**—A. J. Tingley, heretofore Police Inspector, has been appointed acting Special Agent, vice E. A. Williams, Special Agent, resigned to enter the Thiel Detective Agency service.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—E. Pennington, Vice-President and General Manager, has been elected President, vice T. Lowry, deceased. Mr. Pennington will continue to act as General Manager.

**Niagara Gorge Ry.**—E. S. Jerard has been appointed Canadian Travelling Passenger Agent, with office at Toronto, vice C. Graves, resigned.

**Quebec and Lake St. John Ry.**—See Canadian Northern Quebec Ry.

**Temiskaming and Northern Ontario Ry.**—S. B. Clement, heretofore Assistant Engineer, has been appointed Chief Engineer, vice G. A. McCarthy, resigned to enter private business. Office, North Bay, Ont.

The Western Canada Railway Club, which was recently formed in Winnipeg, held its inaugural meeting at the Royal Alexandra Hotel, Mar. 9. The proceedings were opened by an address from the Honorary President, W. Whyte, Second Vice-President, C.P.R. A paper was read by G. J. Bury, General Manager C.P.R. Western Lines, entitled "A Review of Organizations and a Suggestion," which dealt with the history of labor organizations, and indicated their relation to railway operation. A number of the members took part in the discussion, which was summed up by the Honorary President.

**Canada Port, Docks, Storage and Warehouse Co.**—Application is being made to the New Brunswick Legislature for an act incorporating a company with this title, with offices at St. George, N.B., and a capital of \$90,000. The company is asking for very extensive powers, to construct docks, warehouses, elevators and all terminal facilities. The provisional directors are: G. W. Marsh, W. L. E. Marsh, J. Doust, Toronto; R. W. Agnew, C. H. Clarke, New York city. Two of the Toronto directors, Marsh and Marsh, some years ago were interested in a venture to establish a steamship line between Maritime Province ports and the West Indian

Second Vice-President C.P.R. The building is a substantial one and well equipped, special attention being paid to the living and boarding accommodation.

The monthly meeting of the Canadian Railway Club was held in Montreal, Mar. 2, when a paper was read by E. E. Lloyd, Chief Clerk office of Auditor of Stores and Mechanical Accounts, C.P.R., entitled "Shop Timekeeping and Labor Distribution."

It is reported from Mexico City, that Sir Wm. C. Van Horne and associates have purchased the Pan-American Rd., and that it is their intention to extend it to a connection with the Guatemala Ry. system, and to construct branch lines in Mexico.

An order for the winding-up of the Spanish River Navigation Co. was made in Toronto Mar. 23. The company's affairs are said to be in a bad condition. P. H. B. Dawson, of Sault Ste. Marie, is appointed provisional liquidator, and reference is to the Local Master at Sault Ste. Marie.

Peter Fountain, a G.T.R. freight conductor, of Sarnia, pleaded guilty at the Stratford, Ont., Police Court, Mar. 26, to two charges of forgery. He used the names of Trainmaster Bowker at Stratford, and Superintendent Gillen at Toronto. On request of counsel he was remanded for sentence.

A recent press despatch from Winnipeg announced that the C.P.R. had decided to abolish its Secret Service Department. We are advised that the company has not had such a service for some time past, merely having a staff of men for making open inspections and investigating claims and irregularities.

H. G. Elliott, Assistant General Passenger Agent G.T.R., was, at the recent 32nd annual meeting of the Grand Chapter of Quebec Royal Masons, elected Grand First Principal, Z, but for personal reasons he declined, and E. A. Evans, General Manager and Chief Engineer Quebec Ry., Light and Power Co., was chosen.

The C.P.R. is reported to have let a contract to Foley, Welsh & Stewart, for the construction of 300 miles of irrigation-ditches to complete the western section of its system in Alberta. The main canal will be 40 ft. wide and will carry 6 $\frac{1}{2}$  ft. of water. A quarter of a million acres will be served by the new system when completed.

Replying to questions in the House of Commons recently the Minister of Railways stated that during Dec., 1908, the number of permanent employees on the L.C.R. had been 7,192, and of temporary employees, 1,256, with a pay roll of \$64,971.96. On the P.E.I. Ry., during the same month, there were 461 permanent and 204 temporary employees, the pay roll amounting to \$26,934.33.

The Interstate Commerce Commission's

4-1909

**Saint John Ry.** Office, Quebec, Que.

W. W. Johnston, heretofore chief claims clerk, has been appointed Contracting Freight Agent, Office, Quebec.

H. McDonald has been appointed chief claims clerk, in charge of freight claims, vice W. W. Johnston, promoted, Office, Quebec.

C. E. Beckman has been appointed New England Passenger Agent, Office, 336 Washington St., Boston, Mass.

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J. D. Altmas has been appointed Car Accountant, vice F. A. Gaseigne, promoted, Office, Montreal.

A. S. Maynard has been appointed Chief Commissary Agent, in charge of the purchasing of commissary supplies for the company's hotel, steamships and dining cars. The office is a branch of the Purchasing Department, Office, Montreal.

T. L. Scott, heretofore Road Foreman of Freight Cars, Saskatoon, Sask., has been appointed Road Foreman of Locomotives, Sask., vice J. Scott, transferred.

J. S. T. heretofore Road Foreman of Locomotives, Morris, Man., has been appointed Road Foreman of Locomotives, Saskatoon, vice J. Fisher, transferred.

D. H. McRae has been appointed roundhouse foreman, Revelstoke, B.C., vice G. Chapman, transferred.

D. H. McRae has been appointed Locomotive Foreman, North Bend, B.C., vice D. McRae, transferred.

H. L. Davis, heretofore Assistant Roadmaster, has been appointed Roadmaster, Cascade section, Pacific Division, vice A. Munro, deceased.

H. L. Davis has been appointed Assistant Roadmaster, Cascade section, Pacific Division, vice H. Vollans, promoted.

P. G. Scott has been appointed Travelling Passenger Agent, C.P.R. Steamship Lines, Office, Seattle, Wash., with office at Everett.

**Grand Trunk Pacific Ry.** G. W. Robb, general Foreman Motive Power, G.T.P.R., Ottawa, has been appointed Assistant General Foreman, G.T.P.R., Office, Rivers, Man.

R. W. H. Moore, heretofore Locomotive Foreman, Hamilton, Ont., has been appointed Assistant Foreman, G.T.P.R., Melville, Sask.

**Grand Trunk Ry.** D. J. McCaug, heretofore Assistant Foreman, Ottawa, has been appointed general Foreman Motive Power, G.T.R., Ottawa, vice G. W. Robb, promoted to enter G.T.P.R. service.

H. J. McCaug has been appointed and he will discharge the duties of both positions.

A. W. A. Ferguson, heretofore leading machinist, Kitchener, has been appointed Locomotive Foreman, Hamilton, Ont., vice W. J. McKee, promoted to enter G.T.P.R. service.

**Intercolonial Ry.** A. J. Tingley, heretofore Police Inspector, has been appointed acting Special Agent, vice E. A. Williams, Special Agent, resigned to enter the Thiel Detective Agency service.

**Minneapolis, St. Paul and Sault Ste. Marie Ry.** E. Pennington, Vice-President and General Manager, has been elected President, vice T. Lowry, deceased. Mr. Pennington will continue to act as General Manager.

**Niagara Gorge Rd.** E. S. Jerred has been appointed Canadian Travelling Passenger Agent, with office at Toronto, vice C. Graves, resigned.

**Quebec and Lake St. John Ry.** See Canadian Northern Quebec Ry.

**Temiskaming and Northern Ontario Ry.** S. B. Clement, heretofore Assistant Engineer, has been appointed Chief Engineer, vice G. A. McCarthy, resigned to enter private business, Office, North Bay, Ont.

The Western Canada Railway Club, which was recently formed in Winnipeg, held its inaugural meeting at the Royal Alexandra Hotel, Mar. 9. The proceedings were opened by an address from the Honorary President, W. Whyte, Second Vice-President, C.P.R. A paper was read by G. J. Bury, General Manager C.P.R. Western Lines, entitled "A Review of Organizations and a Suggestion," which dealt with the history of labor organizations, and indicated their relation to railway operation. A number of the members took part in the discussion, which was summed up by the Honorary President.

**Canada Port, Docks, Storage and Warehouse Co.** Application is being made to the New Brunswick Legislature for an act incorporating a company with this title, with offices at St. George, N.B., and a capital of \$90,000. The company is asking for very extensive powers, to construct docks, warehouses, elevators and all terminal facilities. The provisional directors are: G. W. Marsh, W. L. E. Marsh, J. Doust, Toronto; R. W. Argue, C. H. Clarke, New York city; Two of the Toronto directors, Marsh and Marsh, some years ago were interested in a venture to establish a steamship line between Maritime Province ports and the West Indian Islands, and latterly were interested in a venture to acquire a controlling interest and rights at Letang, N.B.

Sir Thos. G. Shaughnessy, President C.P.R., stated recently that the company had invested \$5,000,000 of its surplus funds in Durban 10 year 5% debentures.

E. de la Hooke, Secretary-Treasurer Canadian Tieker Agents' Association, London, Ont., has nearly recovered from a heavy fall on the ice on Mar. 9, which injured his hip.

The G.T.R., according to a Montreal dispatch, has decided to obey the Imperial Privy Council's judgment, by putting on a third-class passenger service between Montreal and Toronto at 2c. per mile.

The annual meeting of the Montreal Warehousing Co. was held Mar. 3. Following are the directors for the current year, C. McEwans, President; E. H. Fitzgibbons, Vice-President; W. M. Ramsay, J. W. Bond, W. Wainwright.

The C.P.R. Y.M.C.A. building at Kenora, Ont., was opened recently by Wm. Whyte,

chased the railroads, their intention to extend it to a connection with the Guatemala Ry. system, and to construct branch lines in Mexico.

An order for the winding-up of the Spanish River Navigation Co. was made in Toronto Mar. 23. The company's affairs are said to be in bad condition. P. H. B. Dawson, of Sault Ste. Marie, is appointed provisional liquidator, and reference is to the Local Master at Sault Ste. Marie.

Peter Fountain, a G.T.R. freight conductor, of Sarnia, pleaded guilty at the Stratford, Ont., Police Court, Mar. 26, to two charges of forgery. He used the names of Trainmaster Bowker at Stratford, and Superintendent Gillen at Toronto. On request of counsel he was remanded for sentence.

A recent press despatch from Winnipeg announced that the C.P.R. had decided to abolish its Secret Service Department. We are advised that the company has not had such a service for some time past, merely having a staff of men for making open inspections and investigating claims and irregularities.

H. G. Elliott, Assistant General Passenger Agent G.T.R., was, at the recent 42nd annual meeting of the Grand Chapter of Quebec Royal Masons, elected Grand First Principal Z, but for personal reasons he declined, and E. A. Evans, General Manager and Chief Engineer Quebec Ry., Light and Power Co., was chosen.

The C.P.R. is reported to have let a contract to Foley, Welsh & Stewart, for the construction of 800 miles of irrigation ditches to complete the western section of its system in Alberta. The main canal will be 40 ft. wide and will carry 61,000 cu. ft. of water. A quarter of a million acres will be served by the new system when completed.

Replying to questions in the House of Commons recently the Minister of Railways stated that during Dec., 1908, the number of permanent employees on the I.C.R. had been 7,192, and of temporary employees, 1,286, with a pay roll of \$161,971.96. On the P.E.I. Ry., during the same month, there were 481 permanent and 204 temporary employees, the pay roll amounting to \$20,031.30.

The Interstate Commerce Commission's Division of Prosecutions announced, Mar. 7, that an indictment containing 21 counts has been found in the District of Vermont against the C.P.R., and an indictment containing a similar number of counts against the Quaker Oats Co. The C.P.R. is charged with giving transportation of certain stockfeed and other grain products from Richford, Vt., to Boston, Mass., and nearby points, free of charge, and the Quaker Oats Co. is charged with receiving the concession.

During Jan. 18 employees were killed and 20 injured in the course of their work on Canadian railways. Of the fatalities 5 were due to collisions, 3 each to being run over and to being caught between cars; 2 each to derailments and to falling material, one each to a fall, to an explosion of dynamite, and to death by what is known as "bends" in a tunnel worker. Of the other accidents, 6 were due to explosions of steam, 5 to falls, 4 to falling material, 3 to derailments, and one each to being run over and to a collision.

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## MAINLY ABOUT PEOPLE.

Lady Shaughnessy and Miss Shaughnessy  
are in Europe.

John Burke, C.P.R. yardmaster at Adams  
ville, N.B., was killed in a head-on collision  
there Mar. 18.

George Lester, M.P., director C.P.R., has been  
elected President Ontario Rifle Association  
for the current year.

Mrs. Robert Stevenson, a sister of Lord  
Stephen, and of Mrs. Robert Meighen,  
died at Montreal, Mar. 3, aged 78.

Bruce Sutherland, Executive Agent C.N.R.,  
Winnipeg, has been elected Chairman of the  
Sask. Centennial Fair Committee.

Hon. J. S. Hendrie, M.P.P., has been re-  
elected Chairman of the Railway Committee  
of the Ontario Legislature for the current  
session.

The engagement of Miss R. Bosworth,  
daughter of G. M. Bosworth, Fourth Vice-  
President C.P.R., to D. B. Seeley, Montreal,  
is announced.

R. Kinn, Passenger Traffic Manager C.P.R.,  
Montreal, attended the recent meetings of  
the Transcontinental Passenger Association  
at Chicago, Ill.

S. B. Morris, C.P.R. ticket agent, Rodney,  
Ont., has been re-elected Grand Master Work-  
man of the Ancient Order of United Work-  
men of Ontario.

Miss Madeline Crossen, daughter of W. J.  
Crossen, President Crossen Car Manufacturing  
Co., Galtburg, Ont., is engaged to L. E.  
Leggatt of Ottawa.

H. Marshall, it is reported, will shortly be  
appointed Minister of Railways for Alberta,  
a new position about to be created by the  
Provincial Government.

H. P. Charlton, G.T.R. Advertising Agent,  
recently returned to Montreal from Seattle,  
Wash., where he arranged for the G.T.R. ex-  
hibit at the forthcoming Yukon exhibition.

Miss Mackenzie, Miss Mackenzie and the  
Misses Ward and Grace Mackenzie, of Ben-  
tley, Toronto, sailed for England in the  
middle of March and are expected to return  
in May.

J. H. Wright, President G.N.W. Telegraph  
Co., who has had a slight attack of  
dropsy, was on Mar. 30 reported to be  
recovered very satisfactorily towards re-  
turn to his duties.

J. F. Woodward, General Manager C.P.R.,  
Montreal, who has been at Preston  
since January, on account of  
reported to have considerably

after 10 years' service with the  
Transport Co. in Toronto, was  
at a clock, an oak secretaire and  
pen, by the staff, on retiring  
from his service, Mar. 17.

Manager Niagara Navigation  
died by Mrs. Folger and two  
left Toronto in the middle of  
March, returned at the end of March,  
most of the time in Munich.

Division Engineer National  
Marine Ry., delivered an address  
to the Society of Civil Engineers,  
Munich, Mar. 11, on the construc-  
tion between Moncton and Winni-

Traffic Manager, and H. E.  
General Passenger Agent  
Niagara Navigation Co. at  
conferences of the South-East  
Association at Chicago, Cin-

to the death of Mrs. M. P. Davis, Mrs. Scott's  
mother. The sitting was postponed for a  
week.

A. B. McDonald, who has recently been ap-  
pointed general foreman car shops, I.C.R.,  
Moncton, N.B., was born at Moncton, Sept.  
16, 1869, and entered I.C.R. service Dec.  
1889; was appointed charge hand Oct., 1901;  
car foreman, April, 1905; and General Fore-

G. W. Robb, who has been appointed As-  
sistant Master Mechanic G.T.P.R., Rivers,  
Man., was presented with a casket of silver-  
ware by the G.T.R. shop employees at Ottawa  
Mar. 13, on the occasion of his resigning the  
position of general foreman Motive Power  
Department there.

W. Alderson, who has recently retired  
from the position of General Car Inspector  
G.T.R., Toronto, after 30 years' service, was  
presented, Mar. 6, with an illuminated ad-  
dress and a purse of gold, and Mrs. Alderson  
with an umbrella and bouquet, by the staff of  
the car department of the whole G.T.R. sys-  
tem.

A Philadelphia, Pa., dispatch says, W. P.  
Hensley of the Baldwin Locomotive Works,  
one of the most prominent designers of loco-  
motives in the world, died there Mar. 23,  
from pneumonia, aged 77. During the 30  
years of his connection with the works it is  
estimated that he designed more than 32,000  
locomotives.

W. R. Baker, Secretary C.P.R., who is at  
present on a visit to Europe, was recently re-  
ceived by the Prince and Princess of Wales,  
and subsequently luncheon at Marlborough  
House. He has been spending some time in  
the south of France with James Redmond, of  
Montreal, and is expected to return to Mon-  
treal in April.

W. McNab, Principal Assistant Engineer,  
G.T.R., Montreal, was re-elected President  
American Railway Engineering and Mainten-  
ance of Way Association, at the annual meet-  
ing held in Chicago Mar. 18. He occupied  
that position for a portion of the past year,  
having succeeded to it on the death of the  
previous President.

The Lord Chancellor and Lord Collins, two  
of the Judicial Committee of the Privy Council,  
before whom the G.T.R. Penny Fare case  
was recently argued, are shareholders in the  
G.T.R. On their desiring to know if counsel  
had any objection to their being members of  
the Board, it was stated that there was no  
objection whatever.

E. Bussault, who died at Quebec Mar. 7,  
held the contract for construction of the  
breakwater extension there, and amongst  
other works undertaken by his firm are the  
construction of the Government wharf at  
Lévis, Que., and two lightships in the Tra-  
verse, and in partnership he built a branch of  
the Quebec Central Ry.

G. J. Bury, General Manager, W. B. Lanigan,  
Assistant Freight Traffic Manager,  
C.P.R. Western Lines, and T. R. Flett, Super-  
intendent District 3, C.P.R., Brandon, Man.,  
were guests at the Lanigan, Sask., Board of  
Trade dinner recently. The chief topic of  
discussion was of Lanigan as the future rail-  
way centre of the province.

Lord Strathcona has sent \$2,000 to the  
fund being raised for the building of a new  
armory for the 65th Regiment at Montreal,  
and has also contributed \$1,000 to the organ  
fund of the new All-Saints' Cathedral, Halifax,  
N.S. He has offered \$10,000 a year to en-  
courage physical and military training, in-  
cluding rifle practice, in Canadian public  
schools.

engaged in the G.T.R. Shops at Montreal,  
Brantford and Stratford, being latterly fore-  
man of the running repair shops, from which  
position he retired two or three years ago.

W. Gell, Master Mechanic G.T.P.R., who  
has been in the London, Ont., hospital for  
some time past, and who recently underwent  
a serious operation, was reported, at the middle  
of March, to be progressing very favorably  
and was allowed out, but he suffered a re-  
lapse, which, though not at the time we write  
considered very serious, has necessitated his  
return to the hospital.

J. M. Egan, who recently returned from  
Brazil, where he is said to have assisted in  
building one of the largest railroads in that  
country, was, from Jan., 1882, to Sept. 1,  
1886, General Superintendent Western Di-  
vision C.P.R., Winnipeg; Sept. 1, 1886, to Feb.  
1888, General Superintendent St. Paul, Min-  
neapolis and Manitoba Ry.; and at a later  
date became President of the Central Georgia  
Ry., and Ocean Steamship Co.

Mrs. Nixon, wife of W. J. Nixon, C.P.R.  
train dispatcher, Medicine Hat, Alta., and  
her two children, were killed at Montreal,  
Mar. 17, in the accident at the Windsor St.  
station, Montreal. Mrs. Nixon and the chil-  
dren were in the ladies' waiting-room, await-  
ing the arrival of Mr. Nixon, who is a brother  
of A. J. Nixon, Assistant Superintendent  
G.T.R., London, Ont., and who was on the  
train which ran into the station.

H. D. MacKenzie, whose appointment as  
General Foreman of Locomotive Shops, I.C.R.,  
Moncton, N.B., was announced in our last  
issue, was born at Churchville, N.S., July 22,  
1865, and entered I.C.R. service July 26, 1881,  
since when he has been, to Sept. 1, 1897, machinist  
apprentice; Sept. 1, 1897, to Oct., 1899,  
charge hand at Moncton and Stellarton,  
N.S., Oct. 16, 1899, to Feb. 1, 1909, Me-  
chanical Foreman, Stellarton, N.S.

F. H. McGaughan, formerly Fourth Vice-  
President G.T.R., who has been a fruitful  
source of copy to the daily press since he re-  
signed the Vice-Presidency of the G.N.R.  
(U.S.), has recently been named as a possible  
Manager for the Dominion Steel Co. Mr.  
McGaughan recently entered into business on  
his own account and at present is engaged in  
the construction of the Ontario Government's  
new transmission line, which will probably  
occupy his attention for some time to come.

C. S. Richardson, who was recently ap-  
pointed District Freight Agent C.P.R., Buff-  
alo, N.Y., was born at New York City, Sept.  
28, 1870, and was, from Feb., 1888, to Feb.  
1887, clerk General Eastern Passenger Agent's  
office, West Shore Rd., New York; Feb.  
1887, to Feb., 1890, ticket agent C.P.R., New  
York; Feb., 1890, to Feb., 1896, Travelling  
Passenger Agent C.P.R., New York; Feb.,  
1896, to Feb., 1901, Contracting Freight  
Agent C.P. Dispatch, New York; Feb., 1901,  
to Sept., 1903, Travelling Freight Agent  
C.P.R., Syracuse, N.Y.; Sept., 1903, to Jan.  
1905, Freight and Passenger Agent C.I.R.,  
New York; Jan., 1905, to Jan. 15, 1909,  
Travelling Freight Agent C.P.R., Buffalo,  
N.Y.

T. McHattie, who has recently been ap-  
pointed Superintendent of Motive Power and  
Car Department, Central Vermont Ry., St.  
Albans, Vt., was born at Dufftown, Banff-  
shire, Scotland, Aug. 8, 1854, and entered  
railway service Oct. 2, 1870, since when he  
has been consecutively to 1878 in locomotive  
shops, Great Western Ry. (now part of the  
G.T.R.) at Hamilton, Ont.; June, 1878, to  
Aug., 1886, locomotive engineer, same road;  
Aug., 1886, to April, 1889, locomotive fore-  
man, G.T.R., at Palmerston, Ont.; April,  
1889, to April, 1898, general foreman in

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## MAINLY ABOUT PEOPLE

**H. H. Angus.** C.P.R. director, recently called for Great Britain.

**Jas. Holloway.** formerly agent, M.C. Rd., Windsor, Ont., died there, Apr. 2, aged 54.

**A. J. Sager.** formerly M.C. Rd. agent at Welland, Ont., died there Apr. 3, aged 52.

Miss Shaughnessy and Miss Shaughnessy will, it is said, remain some time in England.

The G. A. Cox, director G.T.P.R., was married at Toronto, Apr. 14, to Miss A. E. Stirling.

**H. D. Armstrong.** Controller Dominion Mail Service, celebrated his 60th birthday Mar. 31.

**Mrs. Mary Montgomery.** niece of W. MacLulich, President, C.N.R., died at Prince Albert, Sask., Apr. 14.

**D. McD. Stevens.** of the Intercolonial Engineering staff, was married at Moncton, N.B., Mar. 24, to Miss N. G. Tide.

**M. K. Cowan.** Assistant Collector, C.P.R., left Montreal recently on a southern trip to recuperate after an attack of spinal fever.

The engagement of Miss M. Haney, daughter of M. J. Haney, railway and general contractor, Toronto, to Dr. H. Spurr is announced.

**W. Scott.** General Passenger Agent, C.P.R., who has been recuperating at Atlantic City, N.J., after an attack of erysipelas, returned to Montreal, Apr. 21.

**Major Baker.** European Manager, C.P.R., London, Eng., who was recently summoned to his home with an attack of pneumonia, is reported to have resumed his duties.

**C. W. Peters.** Assistant to Second Vice-President, C.P.R., returned to Winnipeg at the middle of Apr., after a business trip along the Pacific coast to Mexico.

**Lieut.-Col. T. T. Turnbull.** who was one of the promoters of the Hudson Bay and Pacific Ry., which is yet in the organization stage, died at Winnipeg, recently, aged 58.

Miss Amy P. Sinclair, daughter of Angus Sinclair, railway contractor, Toronto, is announced as being engaged to G. S. Sturz of Halifax, N.S.

**Col. Stratheona.** recently forwarded his resignation to the Minister of Militia, in connection with his offer to provide a corps for the provision of physical and drill in Public Schools.

**late H. C. Hammond.** President of Navigation Co., provided in his will the payment of legacies to Oslor & Co.'s employees of sums of from \$100 to \$1,000 each.

**Miss Alex. Mackenzie.** widow of the late Treasurer, Canadian Northern Ry., has returned to Toronto from France, accompanied by her mother and her

**J. Sleveright.** formerly Master Mechanic, Quebec Central Ry., Sherbrooke, Que., died there recently, aged 73. He had been in the company's employ 33 years, and only retired from active service in Dec., 1908.

**Mrs. Carter.** wife of Capt. J. N. Carter, of Toronto, and formerly of Picton, Ont., and youngest daughter of M. C. Dickson, G.T.R. station agent, Woodstock, Ont., died suddenly at Toronto General Hospital, Apr. 25.

**T. K. Bremner.** who has been transferred from Stratford, Ont., to Toronto as Chief Clerk in G.T.R. division freight office, was presented with a gold watch by the members of the Congregational Church, Stratford, recently.

**F. A. Gascoigne.** Superintendent Car Service, C.P.R. Eastern Lines, Montreal, was recently presented with a travelling bag and gold mounted umbrella by the staff over which he presided as Car Accountant for six years.

**Jas. Mills.** Dominion Railway Commissioner, underwent an internal operation at Miss Lash's Cottage Hospital, Toronto, April 7. He is making good progress towards recovery, and it is hoped he will be able to resume his duties early in May.

**E. H. Fitzhugh.** Third Vice-President G.T.R., returned to Montreal in the middle of April from Texas, where he left Mrs. and Miss Fitzhugh with his son Earl Fitzhugh, whose health is reported to have been much improved by his residence there.

**Hon. J. M. Gibson.** Lieutenant-Governor of Ontario, Lieutenant-Colonel of the 15th Infantry Brigade (Western Ontario Command), and formerly President of the Dominion Power & Transmission Co., has been placed on the retired list of the Canadian Militia.

**C. R. Hosmer.** C.P.R. director, is a director of the new brewery company formed in Montreal with the title of the Eastern Breweries, to take over a number of the breweries in Montreal and other places in Quebec Province. The capital of the company is \$12,000,000.

**F. W. Jones.** at one time Assistant to the Manager, C.P.R., Western Lines, Winnipeg, who has been living in Victoria, B.C., since he sold out his interests in the Columbia River Lumber Co., intends to leave Victoria in August to spend two years in Europe.

**E. A. Williams.** who recently resigned the position of Special Agent, I.C.R., to enter the Thiel Detective Agency's service at Montreal, was presented with an address and a case of pipes by the members of the 14th Field Battery, of which he was an officer, on his leaving Montreal.

**W. H. Allan.** of Allan, Lang, Kilian & McKay, general insurance agents, Winnipeg, who is also Canadian Northwest General Agent for the Allan Line Steamships, and is a son of the late Andrew Allan, of H. & A. Allan, Montreal, will be

engineer of the Ontario Government Hydro-Electric Power Commission.

**J. E. McLurg.** who has been appointed Superintendent Algoma Central Steamship Line, Sault Ste. Marie, Ont., was born at St. Mary's, Ont., Apr. 12, 1875, and entered transportation service Nov., 1893, since when he has been to June 15, 1894, in audit office, Algoma Central and Hudson Bay Ry.; June 15 to Oct. 20, 1894, purser, s.s. King Edward, Algoma Central Steamship Line; Oct. 20, 1894, to Apr. 1, 1895, in audit office, A.C. & H.B.R.; Apr. 1, 1895, to Apr. 1, 1899, Chief Clerk to Superintendent, Algoma Central Steamship Line.

**F. A. Gascoigne,** whose appointment as Superintendent, Car Service, C.P.R. Eastern Lines, was announced in our issue, was born at Gosport, Hants, Eng., Apr. 2, 1866, and entered Canadian railway service, May 18, 1884, since when he has been to Aug., 1884, car checker and general clerk, C.P.R., Brockville, Ont.; Aug., 1884, to Dec., 1891, record clerk, foreign mileage clerk and statistical clerk, Car Accountant's Office, Montreal, successively; Dec., 1891, to Feb., 1903, Chief Clerk, Car Service Superintendent's office, Montreal; Feb., 1903, to Mar. 18, 1909, Car Accountant, Montreal.

**P. J. Mahon.** who has been appointed Superintendent Atlantic Division, C.P.R. Telegraph, was born at Montreal, Sept. 18, 1865, and entered C.P.R. telegraph service Aug. 15, 1886, since when he has been to 1887, operator; 1887 to Dec., 1889, night chief operator, Montreal; Dec., 1889, to Feb., 1893, chief operator, St. John, N.B.; Feb., 1893, to Oct., 1906, local manager, Quebec; Oct., 1906, to Aug., 1908, chief operator, Montreal; Aug., 1908, to Feb., 1909, inspector, Eastern Division, Montreal. In Feb., 1909, he was appointed acting Superintendent, Atlantic Division, St. John, N.B., owing to the illness of the late P. W. Snider.

**J. D. Murray.** who was for some years in the Dominion Ex. Co.'s service, at Winnipeg, and who has latterly been in the Phosphate Co.'s employ at Christmas Island, in the Polynesian Archipelago, was married at St. George's, Hanover Sq., London, Eng., recently, to Miss E. M. McMicken, daughter of H. G. McMicken, European Traffic Agent, Great Northern Ry. (U.S.). Mr. Murray is a son of the late J. Murray, at one time C.P.R. Superintendent, Winnipeg; and a nephew of Sir John Murray, the eminent scientist, who was in charge of the Challenger expedition. Notwithstanding reports to the contrary, it is said that the newly-married couple will leave England for Christmas Island, in May.

**W. F. Fitzsimons.** who has been appointed Commissioner of Industries, G.T.R., Montreal, was born in Detroit, Mich., Oct. 27, 1868, and entered railway service as messenger in Assistant General Freight Agent's office, G.T.R., at Detroit, April 15, 1884, since when he has been successively, to Feb. 19, 1896, in various positions, general freight depart-

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Miss A. Cox, director-G.T.P.R., was married at Toronto, Apr. 14, to Miss A. Stevens.

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James, General Yardmaster, C.P.R., Toronto, was arrested recently on charges of forgery, whereby it is alleged he obtained almost \$800 from the company. He has been remanded from time to time on bail.

Chief Clerk in G.T.R. division freight office, was presented with a gold watch by the members of the Congregational Church, Stratford, recently.

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S. B. Clement, whose appointment as Chief Engineer, T. & N.O.R., was announced in our Apr. issue, was an honours graduate in civil engineering of McGill University, and has served as an engineer of construction, C.P.R., on survey work, T. & N.O.R., and prior to his appointment as Assistant Engineer, T. & N.O.R., in July, 1895, was Assistant En-

dent, Algoma Central Steamship Line.

F. A. Gascoigne, whose appointment as Superintendent, Car Service, C.P.R. Eastern Lines, was announced in our Apr. issue, was born at Gosport, Hauts-Feuilles, Apr. 2, 1866, and entered Canadian railway service, May 18, 1882, since when he has been, to Aug., 1884, car checker and general clerk, C.P.R., Brockville, Ont.; Aug., 1884, to Dec., 1885, record clerk, foreign mileage clerk and statistical clerk, Car Accountant's Office, Montreal, successively; Dec., 1891, to Feb., 1903, Chief Clerk, Car Service Superintendent's office, Montreal; Feb., 1903, to Mar. 18, 1909, Car Accountant, Montreal.

F. J. Mathon, who has been appointed Superintendent Atlantic Division, C.P.R. Telegraph, was born at Montreal, Sept. 18, 1865, and entered C.P.R. telegraph service Aug. 15, 1886, since when he has been, to 1887, operator; 1887 to Dec., 1889, night chief operator, Montreal; Dec., 1889, to Feb., 1893, chief operator, St. John, N.B.; Feb., 1893, to Oct., 1906, local manager, Quebec; Oct., 1906, to Aug., 1908, chief operator, Montreal; Aug., 1908, to Feb., 1909, inspector, Eastern Division, Montreal. In Feb., 1909, he was appointed acting Superintendent, Atlantic Division, St. John, N.B., owing to the illness of the late E. W. Soddy.

J. D. Murray, who was for some years in the Dominion Ex. Co.'s service, at Winnipeg, and who has latterly been in the Phosphate Co.'s employ at Christmas Island, in the Polynesian Archipelago, was married at St. George's, Hanover Sq., London, Eng., recently, to Miss E. M. McMicken, daughter of H. G. McMicken, European Traffic Agent, Great Northern Ry., U.S.A. Mr. Murray is a son of the late J. Murray, at one time C.P.R. Superintendent, Winnipeg; and a nephew of Sir John Murray, the eminent scientist, who was in charge of the Challenger expedition. Notwithstanding reports to the contrary, it is said that the newly-married couple will leave England for Christmas Island, in May.

W. P. Fitzsimons, who has been appointed Commissioner of Industries, G.T.R., Montreal, was born in Detroit, Mich., Oct. 27, 1858, and entered railway service as messenger in Assistant General Freight Agent's office, G.T.R., at Detroit, April 15, 1884, since when he has been successively to Feb. 10, 1896, in various positions general freight department same road; at Detroit Feb., 1896, to Jan., 1897, Travelling Freight Agent same road; Jan., 1897 to Nov., 1898, secretary to General Freight Agent same road; Montreal; Nov., 1898, to May, 1900, chief clerk General Freight Agent's office, same road; Montreal; May, 1900, to April, 1902, Division Freight Agent, same road; Detroit, Mich., and Manager Grand Trunk Despatch, Fast Freight Line; May,

(continued on pg. 253)

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Canada Atlantic Ry., Augt., 1897, General Rate Clerk, general freight and passenger departments, same road; and accountant, Canada Atlantic East Freight Line, Mar., 1898, to June 30, 1901, Assistant General Freight Agent, same road; Canada Atlantic Transit Co., June 30, 1901, to Jan. 30, 1903, General Freight Agent, same road, Jan. 30, 1903, to Oct., 1903, General Passenger and Freight Agent, Canada Atlantic Ry.; Oct. 1903, to Jun., 1907, General Agent, Passenger Department, G.T.R., Ottawa; Jan., 1907, to April, 1909, Assistant General Passenger and Ticket Agent, same road, Montreal.

E. J. Tarbox, Travelling Passenger Agent, Halifax and Southwestern Ry., Boston, Mass., whose additional appointment as Travelling Passenger Agent, on the Northern Quebec, and Quebec and Lake St. John Rys., was announced in the Apr. issue, was born at Lynn, Mass., Jan. 4, 1881, and entered railway service in 1900. Since when he has been in 1901, stenographer, Chicago, Rock Island and Pacific Ry., Boston, Mass.; 1901 to Apr., 1905, clerk and ticket agent, New England Passenger Agent's office, Portland Rd., and Canadian Government Railways. He was for a short time in 1905, in the U.S. Light House Service and subsequently, to Mar., 1906, in the employ of the Beekman Tourist Agency; Mar., 1906, he was appointed Traveling Passenger Agent, H. & S.W. Ry., which position he still holds, in connection with a similar one on the Macmillan-Mann Quebec Lines.

J. P. Brady, who has been appointed one of the members of the Board to manage the L.C. Ry., was born at Harvard, N.H., June 22, 1873, and entered railway service 1890, as station baggage-clerk, Passumpsic Ry., since which he has been consecutively: 1873 to 1880, Dispatcher Northern Rd., at Concord, N.H.; 1880 to 1888, Chief Train Dispatcher Southeastern Ry., at Richford, Vt.; 1888 to 1889, Trainmaster, Vt.; 1889 to 1898, Assistant Superintendent, same road; 1898 to May, 1901, Superintendent same road, at Smith's Point, May, 1901, to Sept., 1902, Superintendent districts 10 and 11 same road; Toronto; Sept., 1902, to May, 1903, Superintendent district 19, same road at William, Ont.; June 1, 1903, to 1904, Assistant General Superintendent, Central Division, Winnipeg; Feb., 1904, to Sept. 16, 1908, General Superintendent Lake Superior Div., P.R., North Bay, Ont.

J. Bell, who has been appointed Assistant Passenger Traffic Manager, and G.T.P.R., was born at Montreal, Sept. 7, 1861. He entered railway service in 1878, since when he has been successively, to Nov., 1880, clerk, car office, Great Western Ry.; Nov., 1880 to Nov., 1882, stenographer, General Passenger Agent and Rate Clerk, same road; Nov., 1882 to Jan. 1, 1884, Chief Clerk, Assistant Passenger

and G.T.P.R., Montreal.

P. H. Philp, who has been appointed General Counsel Canadian Northern Ry., with office at Toronto, was born at Belleville, Ont., Aug. 26, 1852. He studied law in the office of R. C. Clute, now one of the Judges of the Exchequer Division of the High Court of Justice of Ontario, and afterwards in Blake, Lash & Bassells and Parwick & Aylesworth's offices, Toronto. He was called to the Ontario bar Feb., 1885, passing first out of 50 candidates and to the Manitoba bar in Aug., 1885, again passing first. He entered Macdonald & Tupper, McArthur & Dexter's firm in Winnipeg in May, 1885, and on its dissolution became a partner in Macdonald, Tupper & Philp, which firm, with additions to its membership, continued until Mr. Philp was appointed a judge of the Manitoba Court of Appeal in July, 1906, which position he resigned April 12, 1909, to enter the C.N.R. service. He was formerly counsel for the Manitoba and Southwestern Ry. Co., and for the C.P.R. Land Department. His practice was almost entirely devoted to corporation work.

#### Canadian Patent Laws

A correspondent in the United States wrote us recently as follows: "If a firm has taken out a patent in Canada, I understand that the manufacturer is allowed to ship into Canada for two years, and after that must manufacture in Canada. To-day, I heard that manufacturing must be begun in Canada one year after patent is issued. In the case of having a patent in Canada and two or more years have expired and they are manufacturing in Canada, may they send part of the machine or tool for putting the whole of it together in Canada, and if so, what percentage of the machine, tool or any article may be sent? If a U.S. manufacturer has arranged to allow a Canadian railway company or manufacturer to make its patented article on a royalty basis, does this protect the U.S. manufacturer in the same way as if he had himself been manufacturing in Canada?"

We referred this inquiry to Fotherstonhaugh & Co., patent barristers and solicitors, Royal Bank Building, Toronto, who advise us as follows: "A patented article may be imported into Canada for one year from the date of the patent and must be manufactured within two years from the date of the patent. All parts of the invention must be manufactured in Canada and none of the parts can be imported and assembled in Canada after the one year allowed for importation has lapsed. If the article has been licensed to a railway company in Canada which manufactures the same within the time limit such manufacturer protects the patent just as much as if the inventor had manufactured it himself in Canada."

Macmillan, and the Waterworks of Port Arthur-Port Arthur Line.

Cobourg, Port Hope and Thurlow Electric Ry.—Act of incorporation.

Cobourg Radial Ry.—Act of incorporation.

Gillingwood—Confirming agreement with regard to shipbuilding.

Dundrie, Wellandport and Beamsville Electric Ry.—Extending time for construction.

Eastern Ontario Electric Ry.—Act of incorporation.

Farrar Transportation Co.—Respecting finances.

Ferries—Act respecting ferries.

Fort William—Act affecting city and street railway, etc.

Hamilton—Act respecting city and its relation to, among other things, the street railway.

Lake Superior and Northern Ry. and Transportation Co.—Act of incorporation.

Manitoulin and North Shore Ry.—Respecting the land grant.

Midland—Respecting the town of Midland.

Morrisburg Electric Ry.—Amending act of incorporation.

Niagara Peninsular Ry.—Authorizing extension of line.

Ontario Interurban Ry.—Act respecting the company.

Ontario West Shore Electric Ry.—Granting additional powers.

Ottawa and St. Lawrence Electric Ry.—Act of incorporation.

People's Ry.—Act of incorporation.

Peterboro Radial Ry.—Extending time for construction.

Port Arthur—Act respecting the city and the street railway.

Railways—Amending the Ontario Railway Act.

Railways—Granting aid to certain railways.

Sault Ste. Marie—Confirming an agreement with reference to bonus for dry dock.

Sault Ste. Marie and St. Joseph Island Ry.—Act of incorporation.

Simeon Ry. and Power Co.—Act of incorporation.

Southwestern Traction Co.—Granting additional bonding power.

Stratford and St. Joseph Radial Ry.—Granting extension of time for construction.

Temiskaming and Northern Ontario Ry.—Authorizing construction of extension to Gogama.

Tilsonburg and Southern Counties Radial Ry.—Act of incorporation.

Toronto—Respecting the city and its relation to the street railway, among other things.

Toronto Suburban Ry.—Extending time for construction.

The T. & N.Y. Ry. is in the market for two 14-wheel passenger and four 10-wheel freight locomotives.

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1902, Oct. 29, 1907. Manager, Lackawanna and Erie Trunk Line, Buffalo, N.Y.; Genl. Agent, 1902, Manager, Hudson River Transportation and Manufacturing Co., Detroit, Mich. Board of Directors.

W. H. Weston, who has been appointed General Passenger Agent, G.T.R.R., Detroit, was born at Hintonburg, Ont., Dec. 31, 1871. He entered railway service in 1887, since when he has been, as Clerk, Freight, passenger, and Auditor of accounts and travelling auditor, Canadian Atlantic Ry.; Aug. 1891, to Mar. 1894, Clerk, general freight and passenger departments, same road, and auditor of Canada Atlantic Trust freight line, Wm. J. Phillips, who has been appointed General Freight Agent, to June 30, 1901, Aug. 1898, to General Freight Agent, same road and Canada Atlantic Transit Co.; July 30, 1901, to Jan. 30, 1902, General Agent, Canada Atlantic Ry.; Oct. 1902, to Jan. 1907, General Agent Passenger Department, G.T.R.R., Ottawa; Apr. 1909, Assistant General Passenger and ticket Agent, same road, Montreal.

R. C. Verbox, Travelling Passenger Agent, Halifax and Southwestern Ry., was born at Lynn, Mass., whose additional appointment as Travelling Passenger Agent, Wm. Northern Quebec, and Quebec and Lake St. John Rys., was announced April 1906. He was born at Lynn, Mass., June 4, 1881, and entered railway service in 1906. Since when he has been, as Clerk, stenographer, Chicago, Rock Island and Pacific Ry., Boston, Mass.; 1901 to Apr. 1906, clerk and ticket Agent, New England Passenger Agent's Office, and Canadian Government Rd., and Canadian Government Railways. He was for a short time in 1905, in the U.S. Night House of, and subsequently, to Mar. 1906, in the employ of the Neekunn Tourist Auto.; Apr. 1906, he was appointed Traveling Passenger Agent, H. & S.W. Ry., which position he still holds, in connection with a similar one on the Macmillan Quebec Lines.

P. Brady, who has been appointed

Agent's Office, G.T.R.R.; Jan. 1, 1884, to Apr. 25, 1892, Chief Clerk, General Passenger Agent's Office, same road; Apr. 25, 1892, to Apr. 1906, Assistant General Passenger Agent, same road, Montreal; Apr. 1906, to Apr. 1890, Assistant General Passenger and ticket Agent, same road, Montreal; Aug. 1890, to May 1900, first Assistant General Passenger and ticket Agent, same road, Chillicothe, Ill.; May 1900, to Aug. 1905, General Passenger and ticket Agent, same road, Montreal; Aug. 1905, to Aug. 1906, General Passenger and ticket Agent, same road, Chillicothe, Ill.; May 1906, to Aug. 1907, General Passenger and ticket Agent, same road, Chillicothe, Ill.; May 1907, to Aug. 1908, General Passenger and ticket Agent, same road, Montreal; Aug. 1908, to Aug. 1909, General Passenger and ticket Agent, G.T.R.R., and G.T.P.R., Montreal.

General Counsel Canadian Northern Ry., with office at Toronto, was born at Belleville, Ont., Aug. 26, 1862. He studied law in the office of R. C. Chafe, now one of the Judges of the Exchequer Division of the High Court of Justice of Ontario, and afterwards in that of Jash & Cessels and Harwick & Ayleworth's offices, Toronto. He was called to the Ontario bar Feb. 1885, passing first out of 60 candidates and to the Manitoba bar in Aug. 1885, again passing first. He entered Macdonald & Pumper, McArthur & Dexters' firm in Whitchurch in May, 1885, and after its dissolution became a partner in Macdonald, Pumper & Philpion, which firm with additions to its membership, continued until Mr. Philpion was appointed a Judge of the Manitoba Court of Appeal in July, 1906, which position he resigned April 12, 1906, to enter the U.N.R. service. He was formerly counsel for the Manitoba and Southwestern Ry. Co., and for the C.P.R. and Department. His practice was almost entirely devoted to corporation work.

A correspondent in the United States wrote us recently as follows:

"If a firm has taken out a patent in Canada, I understand that the manufacturer is allowed to ship into Canada for two years and after that must manufacture in Canada. To-day I heard that manufacture must be begun in Canada one

## Recent Ontario Legislation

The Ontario Legislature at its recent session passed the following acts dealing with transportation interests:

—Affecting the land grant, Belleville Land Ry.—Act of incorporation, Burlington Beach.—Amending acts relating thereto.

—Extending time Canada Central Ry. for construction, Canadian Northern Ontario Ry.—Voting land in aid of construction of Burlington and Arthur line, Cobourg Port Hope and Picton Electric Ry.—Act of incorporation, Cobourg Minden Ry.—Act of incorporation, Collingwood.—Confirming agreement with regard to shipbuilding, Lachine, Wellandport and Beamsville Electric Ry.—Extending time for construction, Eastern Ontario Electric Ry.—Act of incorporation, former Transportation Co.—Respecting ferrries.—Act respecting cities and port William.—Act affecting city and street railway, etc.

Hamilton.—Act respecting city and street railway, among other things, the street railway.

Lake Superior and Northern Ry. and Transportation Co.—Act of incorporation, North Shore Ry.—Act of incorporation, Niagara Peninsula Ry.—Authorizing extension of line,

Ontario International Ry.—Act respecting the company, Ontario West Shore Electric Ry.—Granting additional powers, Ottawa and St. Lawrence Electric Ry.—Act of incorporation, People's Ry.—Act of incorporation, Peterborough United Ry.—Extending time for construction,

A correspondent in the United States writes us recently as follows:

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W. A. Appleton, whose appointment as Assistant to the Superintendent of Motive Power at R. Moncton, N.B., was announced in our last issue, was born at Moncton, Jan. 20, 1872. He entered the E.C.R. service as a locomotive boy, as apprentice, Sept., 1895; since when he has been from Dec., 1899, to April, 1901, clerk in Mechanical Superintendent's office; April to Sept., 1901, machinist, Moncton shops; Sept., 1901, to Oct., 1902, clerk to Superintendent of Machinery and Rolling Stock; Oct., 1902, to May, 1903, clerk Master Car Builder's office; May, 1903, to May, 1904, clerk General Superintendent's office. May, 1904, he was appointed Chief Clerk, Superintendent of Motive Power, which position he still also holds.

Railway Service Medals for long and meritorious service were presented to L.C.R. employees at St. John, N.B., recently. Following are the names of the recipients, with their occupation and length of service: G. Collard, brakeman, 34 yrs.; D. Driscoll, porter, 26 yrs.; J. Driscoll, porter, 31 yrs.; A. Fraser, blacksmith, 25 yrs.; J. B. Humphrey, station master, 36 yrs.; W. Kelley, conductor, 46 yrs.; J. H. Magee, fmsmith, 35 yrs.; J. Milligan, conductor, 47 yrs.; M. Manson, porter, 25 yrs.; J. McAmphy, porter, 25 yrs.; D. McDonald, porter, 26 yrs.; R. J. Perkins, lockkeeper, 36 yrs.; T. W. Prince, engineer, 46 yrs.; A. Rainnie, conductor, 48 yrs.; R. M. Scott, locomotive inspector, 36 yrs.; E. P. Shaw, checker, 35 yrs.; J. G. Stevens, collector, 23 yrs.; E. Shaw, crossing man, 23 yrs.

H. C. Huntington, who has been elected President Minneapolis, St. Paul and Sault Ste. Marie Ry., subsequent on the death of T. M. Clark, was born at La Salle, Ill., Sept. 16, 1845, and entered railway service in 1869, engine driver; he has been, to 1870, warehouseman; 1870 to 1872, brakeman; 1872 to 1873, fireman; 1873 to 1876, roadmaster; 1877 to 1881, Superintendent of Construction; 1881 to 1882 General Roadmaster; 1882 to 1888 Assistant Superintendent Chicago, Michigan and St. Paul Ry., 1884 to June, 1888, Superintendent Minneapolis and Pacific Rd.; June, 1888 to Apr. 15, 1889, Superintendent St. Paul and Sault Ste. Marie Ry., 15, 1888, to Feb. 1, 1889, General Superintendent, same road; Feb. 1, 1889, to 1891 Vice President and General Manager.

W. G. Tyler, Superintendent C.P.R. Telegraph, St. John, N.B., died there from Bright's disease. He was born in Simcoe, Ont., July 14, 1851, and worked in the Dominion Telegraph at St. Catharines, Ont., in 1870, subsequently employed by the same, at Kincardine, London, Toronto, and in 1877, when its lines were extended into Provinces. He opened its office, St. John, N.B., in Oct., 1877, and manager for the Maritime Province consolidation of that company, Western Union Telegraph Co. in Aug., 1881, to 1889. He was a Western Union's St. John office, and appointed Manager of the C.P.R. St. John office. In 1890 he was agent manager for the Maritime Province, and in charge of the main office, and in Nov., 1902, was appointed

and who has recently been an

Toronto; May, 1896, to May, 1897, clerk in General Freight Agent's office, same road, St. John, N.B.; May, 1897, to May, 1899, City Freight Agent, same road, St. John, N.B.; May, 1899, to Dec., 1901, Travelling Freight Agent, Atlantic Division, same road, covering New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland; Dec., 1901, to Nov., 1906, General Freight Agent, Newfoundland Ry.; Dec., 1906, to Jan., 1909, Travelling Freight Agent, C.P.R., Vancouver, B.C.

Edward S. Piper, President of the N. L. Piper Railway Supply Co., Ltd., died in Toronto Mar. 24, aged 67, after several months' illness. He was a son of the late Noah L. Piper, one of the original York pioneers. He was educated at the Model School and Upper Canada College, Toronto, and at Dr. Tassie's grammar school in Galt. On leaving school he was associated with his father in the house-furnishing business. He was soon made a partner, and at his father's death succeeded to the business. He had a genius for invention, and patented many improvements in railway lamps. His success with these and other inventions led him to merge his house-furnishing business into that of railway supplies, in which he built up a very successful trade. He invented and patented many other railway appliances, including orderboards, semaphores, street gates, etc., which the railways have adopted and are still using. He was widely known among railway officials throughout the Dominion. He was an Englishman, a Freemason, an Oddfellow and a Forester. He is survived by a widow, one daughter and four sons. One of his brothers, H. L. Piper, is Managing Director of the Hiram L. Piper Co., Ltd., Montreal.

#### Cause of C.P.R.'s Montreal Accident.

In giving evidence at the inquest into the causes of the recent accident at Windsor St. station, Montreal, when an uncontrolled train ran into the waiting room there, H. H. Vaughan, Assistant to the Vice-President C.P.R., said: "The cause of the accident had evidently been that the plug had been struck by the driving wheel, a very rare occurrence with this style of engine. It is a thing which would happen very suddenly. It was caused by the breaking of the spring hanger, which was probably due to some hidden defect in the material. Defects in the spring hangers are constantly occurring on account of their very severe service, although they are made of the best material possible. The breaking of this spring hanger would lower the boiler on one side, and cant it two or three inches toward the wheels. If the engine had lurched over as far as possible the driving wheel would have come in contact with the washout plug. That blown out plug was the only thing that I could find on the boiler to account for the escape of steam. The needed repairs had all been made at Newport, and I received a report to that effect from the B. & M. locomotive foreman there. There were always minor repairs to be made after every run of 125 or 150 miles."

Asked as to how he accounted for the scalding of the engineer, he said he could not speak from knowledge, but proceeded to give his views as to what must have taken place after the fireman jumped: "My idea is that at first the engineer did not think that anything serious had happened. Otherwise I am con-

vinced that steam and water in his face, and very likely inhaled some of the boiling vapor. Either that overcame him or he fancied that the whole side of the boiler had blown out, and staggered to the gangway and got off. I think this because it is so infinitely easy for an engineer to close the throttle and apply the air. I have often seen engineers leave their places and look at anything suspicious, leaving the engine running, and I am convinced that from his side of the cab, the thing seemed trivial, and the engineer went to fix it, with the result I have stated."

Mr. Vaughan then stated that while he could not speak from actual knowledge, as he had not seen the work done, the C.P.R. had had the track measured and an estimate of the efficiency of the brakes, under the conditions that were known to have existed, prepared by the Westinghouse Co., and on this information, which could be verified by the experts who supplied it, he gave the following explanation as to why the brakes did not act: "It is 1,930 ft. from the station buffer block to where the brakeman had first taken alarm. The brakeman thinks he acted very quickly; but he was excited. Probably three or four seconds elapsed between his realizing where the train was and actually applying the brake. He had to turn around, enter the door, think where the valve was, and then open it, all of which would have taken three or four seconds. At that time the train was probably travelling from 50 to 55 miles an hour, or from 70 to 80 ft. a second, so that it would have run 250 ft. before the valve was opened. Then after the valve is opened it would probably take 1 1/4 seconds before the full brake pressure was set. In addition, the broken spring hanger on the engine prevented the brakes from working on the engine, so that the train had only a small percentage of its total weight braked. Assuming a speed of 55 miles an hour, with the last car 300 ft. from the hindry, leaving about 1,600 ft. to the buffer bars at the station, and allowing for the length of the train, we would expect the train to have a speed of about 25 miles an hour when it hit the stop block, which would be sufficient to account for the accident. It is inconceivable that with the brake in perfect working order at Montreal Jet, it should be out of order when it was applied. As to the brakeman's idea that the brake did not set right, this was probably due to the fact that he was only accustomed to feeling the brakes applied from the engine, which was quite different to the effect when the brakes were applied from the rear of the train."

**Cost of Accidents.**—The Secretary of the Board of Railway Commissioners has issued the following circular to railway companies: "I am directed by the Board to request you to be so good as to furnish, for the use of the Commission, statements, under separate heads, all losses, direct and indirect, sustained by your company in Canada and charged or chargeable to the company during the company's last five financial years— including the cost of all repairs and renewals, damages for injuries to persons, payments in settlement of possible claims and all other expenses—caused by and due to the following—head-on and rear-end collisions, side-pitchins, open switches, broken rails."

The Minister of Railways, replying to questions in the House of Commons recently, stated that "was not the intention of the Government to call to the attention of the

**Min.** has been appointed Locomotive Foreman, Watrous, Sack, vice C. E. Farnham, assigned to other duties.

**Sacramento Grand Trunk Ry.** — G. T. Bell, heretofore General Passenger and Ticket Agent, G. T. R., and G.T.P.R., has been appointed Assistant Passenger Traffic Manager of both Lines, Office, Montreal. The title of General Passenger and Post Agent is abolished.

**H. W. Vieux,** heretofore Assistant General Passenger and Ticket Agent, Chicago, has been appointed General Passenger and General Agent, Montreal.

**H. B. Charlton,** heretofore Advertising Agent, G.T.R., has been appointed General Advertising Agent, G.T.R., and G.T.P.R.

**W. H. Fitzsimons** has been appointed Commissioner of Industries. He will

work in connection with the freight and traffic express and transportation Department, special supervision of the work of locating new industries, and general development of the resources of the territory served by the G.T.R. office, Montreal.

**W. S. Cookson,** heretofore Chief Clerk Assistant General Passenger and Ticket Agent's Office, Chicago, has been appointed General Passenger Agent, G.T.R., office, Chicago, Ill.

The following agents have been appointed: Port Colborne, Ont., P. Lacé; St. Catharines, Que., A. C. St. Amour; Galtwood, Ont., G. A. Thurston; Harry A. Lee, S. N. Allington.

**Quebec General Ry.** — G. M. Robbie has been appointed Master Machinist, vice J. Staceyright, who resigned on account of failing health and has since died. Orford, Sherbrooke, Que.

### When Railroads Were New

"This is the title of a very interesting volume written by C. R. Carter, and published by H. Holt & Co., New York. The book does not profess to be a history of

Railway and Marine World several years ago, the price of the book is \$2, and it may be obtained from the Railway & Marine World's book department.

In his preface, the author says that "It seems as if every statement ever made about the history of the railroad by any one has been dispelled by some one else," and as an instance of this he adds that "dates that vary a whole year are given for so recent an event as the running of the first through passenger train over the C.P.R." No doubt this is the case, but such sources of information should not be depended on or relied upon.

It. C. Elliott, heretofore Assistant General Passenger and Ticket Agent, Montreal, has been appointed first Assistant General Passenger Agent, Montreal, June 28th, and reached his destination in 24 days and 19 hours. The first through train from Port Moody reached Montreal July 12, 1886.

In the text of the work, referring to the early history of the C.P.R. it is stated that, "W. C. Van Horne, of Illinois, who had been from telegraph op-

erations in connection with the freight and traffic express and transportation Department, special supervision of the work of locating new industries, and general development of the resources of the territory served by the G.T.R. office, Montreal.

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### Canadian Northern Ry. Earnings, Etc.

Gross earnings, working expenses, net profits, increases & decreases over previous, from July 1, 1908;

	Earnings	Expenses	Net Profits	Net Increase
July	\$ 728,540	563,900	\$ 164,640	\$ 164,640
Aug.	747,464	570,300	17,164	17,164
Sept.	561,739	520,600	41,139	41,139
Oct.	1,172,741	732,000	440,741	440,741
Nov.	1,161,000	740,300	420,699	410,200+
Dec.	1,071,000	642,900	428,099	42,300+
Jan.	528,290	425,400	100,390	16,390
Feb.	365,000	401,200	93,800	93,800+

	Earnings	Expenses	Net Profits	Net Increase
July	\$ 1,126,000	814,800	\$ 311,200	\$ 311,200+
Aug.	1,126,000	814,800	\$ 311,200	\$ 311,200

Approximate earnings for March 14, 1908, \$168,800; against \$25,300 and \$16,900 for same periods last year.

### C.P.R. Earnings, Expenses, Etc.

Gross earnings, working expenses, net profits, increases & decreases over previous, from July 1, 1908;

Approximate earnings for March 14, 1908, \$138,300 and for 2 weeks, \$14,900 and \$1,600 for same periods last year.

Earnings, Expenses, Net Profits, Increase, or Decrease over 1907-8, from July 1, 1908:

	Earnings	Expenses	Net Profits	Net Increase
July	\$ 1,126,812	812,512	\$ 314,300	\$ 314,300
Aug.	1,036,164	810,075	\$ 226,089	\$ 226,089
Sept.	1,030,072	812,700	\$ 197,372	\$ 197,372
Oct.	1,081,070	811,500	\$ 229,570	\$ 229,570
Nov.	1,002,063	804,200	\$ 167,863	\$ 167,863
Dec.	630,071	479,225	\$ 150,845	\$ 150,845
Jan.	470,050	437,010	\$ 33,040	\$ 33,040
Feb.	406,398	414,000	\$ 62,398	\$ 62,398

Approximate earnings for April 14, 1908, \$105,000 and for 2 weeks ended April 14, 1908, \$14,000.

Earnings, Expenses, Net Profits, Increase, or Decrease over 1907-8, from July 1, 1908:

	Earnings	Expenses	Net Profits	Net Increase
July	\$ 1,126,812	812,512	\$ 314,300	\$ 314,300
Aug.	1,036,164	810,075	\$ 226,089	\$ 226,089
Sept.	1,030,072	812,700	\$ 197,372	\$ 197,372
Oct.	1,081,070	811,500	\$ 229,570	\$ 229,570
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Jan.	470,050	437,010	\$ 33,040	\$ 33,040
Feb.	406,398	414,000	\$ 62,398	\$ 62,398

Approximate earnings for April 14, 1908, \$105,000 and for 2 weeks ended April 14, 1908, \$14,000.

Earnings, Expenses, Net Profits, Increase, or Decrease over 1907-8, from July 1, 1908:

	Earnings	Expenses	Net Profits	Net Increase
July	\$ 1,126,812	812,512	\$ 314,300	\$ 314,300
Aug.	1,036,164	810,075	\$ 226,089	\$ 226,089
Sept.	1,030,072	812,700	\$ 197,372	\$ 197,372
Oct.	1,081,070	811,500	\$ 229,570	\$ 229,570
Nov.	1,002,063	804,200	\$ 167,863	\$ 167,863
Dec.	630,071	479,225	\$ 150,845	\$ 150,845
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For same periods.

M. N. STANFORD, St. Paul, Asst. Super. Ry.—Gross revenue for Feb. 1908, \$173,312; net profit \$32,100.

Main Ry.—Average gross revenue for Feb. 14, 1908, \$160,000; against \$160,000 and \$16,000 for same periods last year.

McNICHOLS, Burtch Station and Artistic Ry.—Gross revenue for Feb. 14, 1908, \$10,600; net profit \$1,177.

McNICHOLS, Burtch, 1908, \$10,600; gross, and \$1,177 net for Feb. 14, 1908. Approximate gross revenue for 8 months ended Feb. 14, 1908, \$10,600; against \$10,600 and \$1,600 for same periods last year.

McNICHOLS, Burtch, 1908, \$10,600; gross, and \$1,177 net, for 8 months ended Feb. 14, 1908, \$10,600; against \$10,600 and \$1,600 for same periods last year.



of the undertaking to erect fences; I am clearly of the opinion that no hardship will be imposed if that stage is made the initial one. I am aware that in various parts of the country no necessity now exists, and possibly never will, for the erection of fences. The formal order may contain a provision that railway companies, the lines of which have already been constructed, may apply to exempt certain sections of the road from the operation of the order, when, if conditions are shown that such course will entail no hardship upon the public, the Board may so declare. The like course may be taken where railways are in course of construction, and as to such latter, when application is made to open the road for traffic, fences, cattle guards, highway and farm crossings and gates shall all form part of the work necessary to be completed according to the statute and the Board's regulations, before permission is given to operate the road. I am convinced that this course will, in the end, be less expensive for the railway companies, as the erection of fences, gates, etc., can all be carried on at the time of construction at less cost than later on, to say nothing of saving liability for damage claims for stock killed and law costs in defending; even if successful.

Many complaints were made that in the construction of the railway lines the highway crossings were left in an impossible state, causing endless inconvenience and trouble to the public. I confess I am at a loss to understand such disregard of the rights of others, and such selfish and inconsiderate conduct upon the part of those constructing the railways, or responsible for their construction. If these works are let out to contractors, the railway companies may as well, at once understand that they must make some provision in their contracts that will compel their contractors to treat the public with ordinary decency. This Board has no control over the contractors and can deal only with the railway companies. These highway crossings can be constructed at less expense when the grading is being done than later on, after the road is completed; and with respect to roads not yet completed, they will not be opened for travel until every highway crossing opened for travel is put into the condition called for by the Board's regulations. As to these railways now in operation, all highway crossings opened for travel, must be put into the condition called for by the regulations within one year from this date.

A draft order embodying the foregoing may be sent to all the companies, and its settlement spoken to by them at the May meeting of the Board at Ottawa.

The Canadian Northern Prairie Land Co. has declared a dividend at the rate of 10 per cent. for 1908.

**Canadian Northern Ry.**—Z. A. Lash, K.C., heretofore General Counsel, has been appointed Consulting Counsel. He is also a director.

F. H. Philpott, who recently resigned his position as one of the judges of the Manitoba Court of Appeal, has been appointed General Counsel, Omeé, Toronto.

F. A. Young, heretofore Travelling Agent, Northwestern Line, Winnipeg, has been appointed Travelling Passenger Agent, C.N.R. Headquarters, Toronto.

The above will come into effect on May 1.

**Canadian Pacific Ry.**—D. W. Newcombe, heretofore Superintendent, district 2, Atlantic Division, has been appointed agent, West St. John, N.B., vice R. King, transferred.

R. King, heretofore agent, West St. John, N.B., has been appointed Superintendent, district 2, Atlantic Division, vice D. W. Newcombe, appointed agent West St. John, Omeé, Woodstock, N.B.

W. B. Cronk, heretofore Superintendent, district 2, Eastern Division, has been appointed Superintendent, District 1, Eastern Division, vice T. Williams, assigned to other duties, and will continue to supervise Smith's Falls section, district 2, until further notice, office, Farnham, Que.

T. Williams, heretofore Superintendent, district 1, Eastern Division, has been appointed in charge of train service on the Nominating section, Que., at present under construction.

V. A. Harshaw, heretofore Assistant Superintendent, district 3, Ontario Division, has been appointed acting superintendent, district 1, Ontario Division, vice J. R. Nelson, Office, Toronto.

J. G. Groat, heretofore Resident Engineer, Ontario Division, Toronto, has been appointed Assistant Superintendent, District 3, Ontario Division, vice V. A. Harshaw, appointed acting superintendent, district 3, Office, West Toronto, Ont. The position of Resident Engineer has been abolished.

**Duluth, Rainy Lake and Winnipeg Ry.** M. H. McLeod, General Manager, who is also General Manager of the Canadian Northern Ry., announces that J. R. Cameron, General Superintendent, Canadian Northern Ry., has also been appointed General Superintendent D.R.L. & W.R. Office, Winnipeg.

M. A. Murphy has been confirmed in his position as Superintendent, Office, Virginia, Minn.

The following Canadian Northern Ry. officials have had their jurisdiction extended over the D.R.L. & W.R.: A. Shields, Master Mechanic; J. P. Driscoll, Superintendent of Car Service; W. Pratt, Jr., Superintendent of Sleeping and Dining Cars and News Service; E. McConkey, Superintendent of Telegraph Maintenance; C. R. Stovel, Claims Agent, Offices, Winnipeg, Man.

**Grand Trunk Pacific Ry.**—W. P. Hilton, heretofore Assistant General Passenger, and Ticket Agent, G.T.P.R., Montreal, has been appointed General Passenger Agent, G.T.P.R. Office, Winnipeg.

The position of acting Locomotive Foreman, Portage la Prairie, Man., heretofore held by G. Robinson, has been abolished. T. Wooley, machinist, will have charge of such locomotive and car work as is necessary to be done there.

G. Robinson, heretofore acting Locomotive Foreman, Portage la Prairie,



**G. W. VAUX**  
General Passenger Agent, Grand Trunk Railway.  
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F. L. Mitchell, heretofore in the Toronto local freight agent's office, has been appointed Contracting Freight Agent, C.N.R. and C.N.O.R., Toronto, vice J. B. Sheppard, transferred.

J. B. Sheppard, heretofore Contracting Freight Agent, Toronto, has been transferred to Winnipeg.

J. M. Horn, heretofore Contracting Freight Agent, Winnipeg, is reported to have been appointed District Freight Agent at Edmonton, Alta.

T. H. White, formerly Chief Engineer of Construction, Mackenzie, Mann & Co.'s, eastern lines, has been placed in charge of surveys for the C.N.R. from the Pacific Coast to the Rocky Mountains. He has as assistants C. F. Hanchington and J. Irving. The surveys office will probably be at New Westminster, B.C.

**Canadian Government Railways.**—The Secretary of the Railway Department issued the following circular April 21:

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of no reason why it should not be complied with.

The provisions of clause 4 have been abused; and this statutory exemption from fencing has been used by the companies to free themselves from making compensation in innumerable cases of meritorious claims. This condition of affairs cannot be permitted to continue; it works great hardship upon the public, and is of little or no benefit to the railway companies. The conditions in the West have greatly changed since this exemption was granted to the companies, and as they are compelled at some stage of the undertaking to erect fences, I am clearly of the opinion that no hardship will be imposed if that stage is made the initial one. I am aware that in various parts of the country no necessity now exists, and possibly never will, for the erection of fences. The formal order may contain a provision that railway companies, the lines of which have already been constructed, may apply to exempt certain sections of the road from the operation of the order, when, if conditions are shown that such course will entail no hardship upon the public, the Board may so declare. The like course may be taken where railways are in course of construction, and as to such latter, when application is made to open the road for traffic, fences, cattle guards, highway and farm crossings and gates shall all form part of the work necessary to be complete according to the statute and the Board's regulations, before permission is given to operate the road. I am convinced that this course will, in the end, be less expensive for the railway companies, as the erection of fences, gates, etc., can all be carried on at the time of construction at less cost than later on, to say nothing of saving liability for damage claims for stock killed and law costs in defending; even if successful.

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#### TRANSPORTATION APPOINTMENTS.

The information under this head, which is almost entirely gathered from official sources, is compiled with the greatest care, so as to ensure absolute accuracy. Anyone who may notice any error in our announcements will confer a favor by advising us.

**Algoma Central Steamship Line.**—J. E. McIurg, heretofore chief clerk to Superintendent, has been appointed Superintendent, vice W. C. Barr, resigned. Office, Sault Ste. Marie, Ont.

**Canadian Northern Ontario Ry.**—See Canadian Northern Ry.

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J. M. Horn, heretofore Contracting Freight Agent, Winnipeg, is reported to have been appointed District Freight Agent at Edmonton, Alta.

T. H. White, formerly Chief Engineer

Notification is hereby given that by an order-in-council dated Apr. 20, the position of General Manager of Government Railways of Canada, on the Intercolonial and P.E.I. Rys., has been abolished, and a Managing Board, entitled The Government Railways Managing Board, has been constituted for the supervision and direction of all departments of the said railways. The members of such board are M. J. Butler, Deputy Minister and Chief Engineer of the Department of Railways and Canals, Chairman of the Board; D. Pottinger, I.S.O.; E. Tiffen, General Traffic Manager; F. P. Brady. The above will come into effect on May 1.

**Canadian Pacific Ry.**—D. W. Newcombe, heretofore Superintendent, district 2, Atlantic Division, has been appointed agent, West St. John, N.B., vice R. King, transferred.

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The following Canadian Northern Ry. officials have had their jurisdiction extended over the D.R.L. & W.R.: A. Shields, Master Mechanic; J. P. Driscoll, Superintendent of Car Service; W. Pratt, Jr., Superintendent of Sleeping and Dining Cars and News Service; E. McConkey, Superintendent of Telegraph Maintenance; C. R. Stovel, Claims Agent, Winnipeg, Man.

**Grand Trunk Pacific Ry.**—W. F. Gerton, heretofore Assistant General Passenger and Ticket Agent, G.T.P. West-

## MAINLY ABOUT PEOPLE.

Jay Gould has been elected a director of the Wabash Ry., succeeding W. B. Sunders retired.

Stewart Gordon, formerly in the C.P.R. hotel system service, is living in North Devon, Eng., where he has leased a place.

W. N. Graham, son of the Minister of Railways and Canals, was married at Burlington, Ont., Oct. 14, to Miss N. Moore.

Miss N. Lewis, granddaughter of Col-  
lingwood Schreiber, C.M.G., was married at Ottawa, Oct. 13, to T. F. Ahearn, Ont. av.

R. A. Mills, cashier Great Northern Ry., Brandon, Man., was arrested there recently charged with embezzling \$350 from the company.

J. W. Lyon, who represents the Guelph & G. Council, on the board of the Guelph Junction Ry., has occupied that position for over sixteen years.

W. D. Reid, President Reid Newfoundland Co., returned to Newfoundland at the end of Sept., after spending a few weeks in Great Britain.

J. M. Gibbon, C.P.R. Advertising Agent, London, Eng., who has been spending some time in Canada, returned to England at the end of Sept.

F. H. McGillican, formerly of the G.T.R. and now contractor to the Ontario Hydro-Electric Commission, is living at the Prince George Hotel, Toronto.

E. B. Barlett, one of the engineers engaged on the National Transcontinental Ry., died at Weymouth Haven, Que., Oct. 8, and was buried at Quebec, Oct. 12.

Lord Strathcona has given his old home farm at Silver Heights to the Selkirk Centennial Exhibition, after which it is to be used as a public park.

R. B. Bennett, Calgary, Alta., stated Oct. 4, that there was no truth in the report that he had been appointed General Solicitor C.P.R. at Montreal.

D. Cummings, G.N.R. ticket agent, Winnipeg, was reported missing, Oct. 14. It was stated that he had been drowned since the recent death of his wife.

W. M. Porteous, C.P.R. Freight Agent, St. Louis, Mo., who recently underwent an operation for the removal of a growth

over the company's lines in Ontario, bounded in a recent issue, was born at R. L. Black was mentioned in our last issue as foreman of the freight car repair shop J.C.R., Moncton, instead of R. L. Blake. The compositor's error was unfortunately overlooked in proof reading.

F. Sturdee, of the C.P.R. Passenger Department, Montreal, was presented with a number of cut glass articles, Oct. 16, by transportation officials of the city, on the occasion of his forthcoming marriage.

C. H. F. Plummer, Manager Canadian Lake Transportation Co., Toronto, who recently underwent an operation for appendicitis, is progressing favorably, and it is expected he will be able to resume business shortly.

E. E. Fisher, who retired from the position of General Superintendent of the Toronto, Hamilton and Buffalo Ry. recently, after fifteen years' service, died in the city hospital, Hamilton, Ont., Oct. 13, from the effects of an operation.

W. Mackenzie, President Canadian Northern Ry., has given \$500 towards the erection of a memorial tower at Halifax, N.S., in connection with the celebration of the 150th anniversary of the establishment of self government in the province.

J. H. Clergue, father of F. H. Clergue and H. H. Clergue, who were associated with the starting of the various industrial and railway enterprises at Sault Ste. Marie, Ont., now carried on by the Lake Superior Corporation, died at Sault Ste. Marie, Sept. 29, aged 74.

G. A. Taylor, railway contractor, who died at Brockville, Ont., Oct. 13, was the first Traffic Manager of the Canada Atlantic Ry. In addition to contracts for the C.P.R., G.T.R. and Intercolonial Ry., he constructed the Collet du Lac section of the Soulanges canal.

S. Harris and C. Burridge, two of the engineers engaged on the construction of the Guelph and Goderich Ry. and now engaged on the construction of a Chinese transcontinental railway, have been called to Toronto to give evidence in the action brought by M. A. Pigott against the G. and G. Ry.

G. Beach, who was recently arrested charged with stealing \$835 from the C.P.R. at Fredericton, N.B., where he

Northern Ry.-North Bay, Ont., was born at Ellensburg, N.Y., Sept. 13, 1898. His record being, June, 1897, to June, 1891, bridge and building carpenter, C.P.R.; June, 1891, to June, 1908, bridge and building foreman, same road.

M. Manion, Prescott, Ont., reputed to be the oldest locomotive engineer in the C.P.R. service, was presented with a silver cup and an address by the Brotherhood of Locomotive Engineers and Firemen recently, in recognition of his honorable record. He entered the St. Lawrence and Ottawa Ry. service in 1888, and remained in the service when that railway was taken over by the C.P.R.

H. Shearer, who has been appointed Superintendent Canadian Division M.C. Rd., St. Thomas, Ont., entered that company's service in 1891, since when he has been successively, Agent at Chicago Travellers, Michigan City and Jackson, Mich., Freight Agent, chief clerk in General Freight Department, Chienago Ill., and latterly secretary to the General Manager, Detroit, Mich.

A. M. Travis, I.C.R. station master at Hampton, N.B., who will shortly be retired on the pension fund, entered the service of the old European and North American Ry., May, 1883, as telegrapher at Rothesay, N.B., and served in that capacity, later, at Sackville and Anagnes, and, until May, 1888, as trackmaster at St. John. Since May, 1888, he has acted as station master at Hampton.

M. Hoar, who has been in the employ of the Intercolonial Ry., and its predecessor, the European and North American Ry., for about 37 years, will, it is reported, be placed on the pension fund, Nov. 1. He was employed in connection with the first survey of the line, in 1853, and subsequently drove the stage coach between St. John and Moncton. He has been connected with the track department the whole of the time, the first three years being spent at Dorchester, and the remainder at Sackville, N.B.

G. H. Anthony, who has been appointed Agent Pere Marquette Rd., Minneapolis, Minn., was entertained to dinner by a number of railway men and ship-  
pers of Winnipeg, Sept. 30, on the occasion of his leaving that city, where he had been acting as Agent Wisconsin Central Ry., and who since his requirement by the Minnesota G.

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route, turn at River Meigs to the Kirk Centennial Exhibition, after which it is to be used as a public park.

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D. Cummings, G.N.R. ticket agent, Winnipeg, was reported missing, Oct. 17. It was stated that he had been despondent since the recent death of his wife, W. M. Porteous, C.P.R. Freight Agent, St. Louis, Mo., who recently underwent an operation for the removal of a growth near the spine, has returned to business.

H. Phippen, General Counsel Canadian Northern Ry., who removed from Winnipeg to Toronto recently, has leased J. K. Osborne's house, Clover Hill, Toronto.

N. A. Rhodes, one of the founders of the firm of Rhodes, Curry & Co., car founders, Amherst, N.S., died Sept. 30, from the effects of an operation for appendicitis.

F. C. Hammond, of Toronto, eldest son of the late H. C. Hammond, President of the Northern Navigation Co., was married at Kingston, Ont., recently, to Miss K. S. Saunders.

R. Thompson, Travelling Freight and Passenger Agent Eastern Steamship Co., St. John, N.B., and Mrs. Thompson, celebrated the twenty-fifth anniversary of their wedding, Sept. 25.

J. Kerr, Passenger Traffic Manager C.P.R., returned to Montreal, Oct. 16, from Chicago, Ill., where he had been attending the meetings of the Transcontinental Passenger Association.

F. B. Nixon, formerly train dispatcher, Central Vermont Ry., St. Albans, Vt., has been appointed train dispatcher for the Colorado Springs and Cripple Creek District Ry., at Cripple Creek, Colo.

J. McNeall, Vice President and General Manager, and J. W. Leonard, General Manager Eastern Lines C.P.R., left

the C.P.R., G.T.R. and Intercolonial Ry. he constructed the Coteau du Lac section of the Soulanges Canal.

S. Harris and C. Burnside, two of the engineers engaged on the construction of the Guelph and Goderich Ry., and now engaged on the construction of a Chinese transcontinental railway, have been called to Toronto to give evidence in the action brought by M. A. Pigott against the G. and G. Ry.

G. Beach, who was recently arrested charged with stealing \$825 from the C.P.R., at Fredericton, N.B., where he was employed as a ticket clerk, was released from custody toward the end of Sept., no evidence being offered against him when the case came up for trial. It was stated that the shortage has been refunded.

D. B. Lindsay, who has been connected with the Temiscouata Ry., for many years, and since Jan., 1901, as Secretary and General Manager, Riviere du Loup, Que., has resigned the position of General Manager, on account of ill health and advancing years, but will retain his connection with the company, holding the position of Secretary.

L. E. Lavoie, who has been appointed General Purchasing Agent Intercolonial Ry., Ottawa, was born June 22, 1870, and entered I.C.R. service Oct. 1894, since when he has been, to Oct. 1902, clerk; Oct., 1902, to Sept., 1904, secretary to General Superintendent; Sept., 1904, to Oct., 1909, chief clerk to General Superintendent.

H. W. Brodie, Assistant General Passenger Agent C.P.R., Winnipeg, has been presented with a gold watch by the members of the British Association attending the recent meetings at Winnipeg. The watch bears the inscription, "H. W. Brodie, in acknowledgement of kind attentions. British Association Western Excursion, 1903."

W. J. Oldham, whose appointment as Supervisor of Bridges, Temiskaming and

between St. John and Moncton, He has been connected with the track department the whole of the time, the first three years being spent at Dorchester, and the remainder at Sackville, N.B.

G. H. Anthony, who has been appointed Agent Pere Marquette Rd., Minneapolis, Minn., was entertained to dinner by a number of railway men and ship-owners of Winnipeg, Sept. 30, on the occasion of his leaving that city, where he had been acting as Agent Wisconsin Central Ry., and who since its acquisition by the Minneapolis, St. Paul and Saint Paul Marie Ry., had acted for that company. In the course of the evening he was presented with a travelling bag, and Mrs. Anthony with a vase.

N. L. Rand, heretofore Master Mechanic Intercolonial Ry., Moncton, N.B., has retired on the pension fund. He was born at Shediac, N.B., Oct. 28, 1843, and entered railway service in 1859, since when he has been, to 1866, apprentice European and North American Ry., Shediac, N.B.; 1866 to 1875, locomotive engineer same road and its successor the Intercolonial Ry.; 1875 to 1897, roundhouse foreman, Moncton, N.B.; 1897 to 1902, road foreman of engines; 1902 to 1909, Master Mechanic, Moncton, N.B.

"Cluny" McPherson left for Montreal last night in his private car, in response to a telegram from headquarters. Although he absolutely declined to say anything that would indicate the nature of the business, it is believed that he is slated for the vice presidency of the big concern. It is an open secret that two big transcontinental enterprises have been bidding strong for the aggressive Scotchman's services in connection with the management of their roads." (Ten years hence, Winnipeg Tribune.)

H. H. Adams, who has been appointed General Superintendent Toronto, Hamilton and Buffalo Ry., Hamilton, Ont., was born at Detroit, Mich., Aug. 18, 1876, and entered railway service, July, 1899, as

draughtsman. In the M.C. Rd. serving in various capacities in the engineering department, he was appointed Assistant Chief Engineer, May, 1902; Secretary to the General Superintendent, Nov., 1902; Assistant Superintendent Canadian Division, Jan. 1, 1908, and Superintendent Canadian Division, Jan. 1904.

R. L. Letham, who has been appointed Chief Engineer, Toronto, Hamilton and Buffalo, Ry., Hamilton, Ont., was born at Toronto, Nov. 20, 1871, and graduated in civil engineering from the School of Practical Science in 1890, taking the degree B.A. So. In 1901, during portions of 1898, 1899 and 1900 he was engaged in the City Engineer's office, Toronto, and on re-location surveys for C.P.R. Ontario lines, and entered T. H. and B.R. service, May 1, 1901, as Assistant Engineer, which position he held until his present appointment.

C. H. N. Connell, who has been appointed Engineer of Maintenance, Canadian Northern Quebec, and Quebec and Lake St. John Ry., was born at Woodstock, N.B., Aug. 26, 1870, his railway record being, from Aug. to Oct., 1897, Chairman, C.P.R. Crows Nest Pass branch; Oct. 1897, to Nov. 1898, clerk in Division Engineer's office, same road; Nov., 1898, to Aug., 1899, topographer, U.S.R. survey between Port Arthur and Winnipeg; Aug., 1899, to Oct., 1900, Assistant Resident Engineer on construction, same road; Dec., 1900, to Nov., 1902, Resident Engineer on construction, Alberta Central and Hudson Bay Ry., Sault Ste. Marie, Ont.; May, 1903, to Oct. 1, 1904, Locating and Resident Engineer, Alberta Ry. and Irrigation Co., Lethbridge, Alta.

Miss Muriel Acton Burrows, second daughter of the Managing Director of the Railway and Marine World sailed from Montreal, Sept. 25, en route to Paris, where she was to spend a few weeks with C. E. M. and Mrs. Hodge, at whose wedding she was the bridesmaid in May, and then return with them to England, and remain with them there for some months. While staying in London, on the way, for a few days, she was attacked with meningitis. Her uncle, A. J.

June, 1888, to June, 1885, agent and dispatcher Union Pacific Rd., Butte, Mont., and other points; Aug. to Dec., 1885, operator C.P.R., Ottawa; Dec., 1885, to June, 1888, dispatcher C.P.R., Ottawa; June, 1888, to Sept., 1897, Chief Dispatcher C.P.R., Ottawa; Sept., 1897, to Oct., 1908, Trainmaster C.P.R., Ottawa; Oct., 1908, to Aug., 1906, Superintendent District 2, C.P.R., Eastern Division and Montreal Terminals, Montreal; Aug., 1906, to Dec., 1907, Superintendent Canadian Ontario Ry., Toronto; Dec., 1907, he was appointed General Superintendent Canadian Northern Quebec Ry., Montreal, and Mar., 1908, his headquarters were moved to Quebec, and on the acquiring of the Quebec and Lake St. John Ry., Mar., 1908, he was also appointed General Superintendent of that railway.

#### Railway Finance, Meetings, Etc.

**Alaska Central Ry.**—The judicial sale of this uncompleted railway was made at Valdez, Alaska, Oct. 10, and press reports state that the purchaser was the Sovereign Bank of Canada. The bank holds \$2,400,000 of the \$4,000,000 of bonds issued, and F. G. Jenmett, the present manager of the bank, and D. M. Stewart, the former manager, were present at the sale to protect the interests of the bank. It is stated that the investment of its funds in this and some other railway bonds brought about the difficulties of the Sovereign Bank.

**Alberta Ry. and Irrigation Co.**—Approximate net profits from all sources, exclusive of land sales, for Aug. \$39,533, against \$32,835 for Aug., 1908. Cumulative net profits for two months ended Aug. 31, \$69,636. Railway traffic receipts for Sept., \$33,567, against \$32,815; and for three months ended Sept. 30, \$88,189.

**Canadian Northern Ontario Ry.**—A supplementary trust deed, dated Sept. 29, amending the trust deed of June 28, by substituting one-tenth as the proportion of stockholders required to requisition a meeting instead of one-fifth as the original deed required, has been filed with the Secretary of State at Ottawa.

tiring directors were re-elected.

**Grand Trunk Pacific Ry.**—Following are the directors for the current year: President, C. M. Hayes; Vice President and General Manager, W. J. Chamberlin; Second Vice President, W. Walnwright; other directors, Sir C. Rivers Wilson, A. W. Smithers, M. G. Carr Glyn, F. Brace, Lord Welby, W. H. Biggar, E. H. Fitzhugh, H. A. Allan, E. B. Green-shields, Hon. G. A. Cox, E. R. Wood and J. R. Booth.

**Grand Trunk Ry.**—A press report from Boston, Mass., states that the G.T.R. has secured an option on the Rhode Island Rd. as the first step towards establishing a terminal at Providence. An earlier dispatch from Rhode Island stated that the G.T.R. was to apply next session of the Rhode Island Legislature for power to construct a line into Providence. Other dispatches state that the reports are not taken seriously in local railway circles, though it is not said there is no truth in the report that G.T.R. representatives are conducting some negotiations in the territory.

The reports are also being revived that the G.T.R. is trying to arrange a purchase of the Lehigh Valley Rd. and Illinois Central Rd.—The report for the year ended June 30, shows that the income from operation was \$55,145,512.19, a decrease of \$815,215 from those of the previous year; expenses and taxes, \$43,081,282.43, a decrease of \$898,315.78; net income from operation, \$13,464,229.76, an increase of \$47,100.32. The income from investments and other sources was \$3,874,708, making a surplus of \$17,328,037.76. After deducting fixed charges, rentals, etc., the available surplus was \$9,592,023.24, which has been applied as follows: 7% dividend on outstanding capital stock, \$7,650,720; replacement of equipment, \$239,286.82; surplus dividend fund, \$1,457,886.92; profit and loss, \$251,149.40.

**London and Port Stanley Ry.**—At a

meeting of the directors held in London,

Ont., Oct. 1, it was decided to meet rep-

resentatives of the Pere Marquette Rd.

and discuss what terms that company is

willing to offer the city of London for

an extension of the lease of the line.

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Alberta Ry. and Irrigation Co., Lethbridge, Alta.

Miss Muriel Action Burrows, second daughter of the Managing Director of the Railway and Marine World, sailed from Montreal, Sept. 25, en route to Paris, where she was to spend a few weeks with C. E. M. and Mrs. Hodge, at whose wedding she was the bridesmaid in May, and then return with them to England, and remain with them there for some months. While staying in London, on the way, for a few days, she was attacked with meningitis. Her uncle, A. J. Burrows, went to her from Kent, Mr. and Mrs. Hodge hurried from Paris, and the highest specialist advice was secured, but the case was pronounced hopeless, and her father left Toronto, Oct. 15, to sail by the fastest boat available, in the hope of being able to reach London in time to see her alive, but a telegram arrived Oct. 20 announced that death took place on that date.

G. Bowker, whose appointment as Assistant Superintendent G.T.R. Middle Division, London, Ont., was announced in our last issue, was born at Medford, N.J., Apr. 21, 1871, and entered railway service in May, 1888, since when he has been, to Oct. 1890, operator, Philadelphia and Reading Rd.; Oct. 1890, to 1893, division operator, New England Division, same road; 1893 to 1897, in charge of Telegraph lines and electrical service, Buffalo Division, Lehigh Valley Rd.; 1897 to May, 1900, train dispatcher, Lehigh Valley Rd., Buffalo, N.Y.; May, 1900, to Feb., 1902, train dispatcher, G.T.R., London, Ont.; Feb., 1902, to Nov., 1905, train dispatcher, G.T.R., Durand, Mich.; Nov., 1905, to May, 1907, Chief Train Dispatcher, G.T.R., Stratford, Ont.; May, 1907, to Sept., 1909, Trainmaster, G.T.R., Stratford, Ont.

F. M. Spalding, General Superintendent Canadian Northern Quebec Ry., and Quebec and Lake St. John Ry., Quebec, whose portrait appears on the first page of this issue, was born at Gananoque, Ont., Nov. 18, 1858, and entered railway service in 1876, since when he has been, to June 1883, operator, agent and dispatcher G.T.R., at various points between Kingston, Ont., and Montreal.

against \$33,835 for Aug. 1908. Cumulative net profits for two months ended Aug. 31, \$69,636. Railway traffic receipts for Sept., \$83,567, against \$32,515, and for three months ended Sept. 30, \$88,189.

Canadian Northern Ontario Ry.—A supplementary trust deed, dated Sept. 29, amending the trust deed of June 28, 1905, substituting one-tenth as the proportion of stockholders required to requisition a meeting instead of one-fifth as the original deed required, has been filed with the Secretary of State at Ottawa.

Dominion Atlantic Ry.—Gross earnings for Aug., \$158,300, against \$152,237 for Aug., 1908. Aggregate gross earnings for eight months ended Aug. 31, \$787,150, against \$767,780 for Aug., 1908.

Duluth, South Shore and Atlantic Ry.—The annual report presented at the meeting of shareholders, held at Marquette, Mich., Sept. 16, shows that the company owns 517.44 miles of main lines, 49.29 miles of branch lines, and has trackage rights over 6.66 miles, making a total of 503.38 miles operated. The equipment consists of 82 locomotives, 65 passenger cars, 2,839 freight cars, and 100 miscellaneous cars. For the year ended June 30, the net revenue from operation was \$739,810.79, an increase of \$26,125.26 over the previous year. The net revenue from outside operations was \$7,865.21, a decrease of \$12,610.96, marking a total net revenue of \$747,686.00. After deducting taxes accrued there remained an operating income of \$544,008.30, a decrease of \$3,740.16; adding other income of \$146,208.67, an increase of \$115,803.45, the gross corporate income amounted to \$100,234.97, an increase of \$112,063.20. From this there was deducted \$862,000 interest on bonds, \$28,936.81 rents, etc., altogether \$891,741.81, an increase of \$2,517.32. The net loss on the year's operations, therefore, was \$201,446.84 against \$310,992.81 for the preceding year. The liabilities to stock and bondholders, etc., amount to \$52,046,450.19, including \$5,262,235.18 to the C.P.R. on guaranteed interest account. The general ledger balances show assets of \$48,787,478.90, the balance of loss standing at \$3,258,981.22. The re-

charges, rentals, etc., the available surplus was \$9,592,023.24, which has been applied as follows: 7% dividend on outstanding capital stock, \$7,650,720; replacement of equipment, \$232,206.92; surplus dividend fund, \$1,451,886.92; profit and loss, \$251,149.40.

London and Port Stanley Ry.—At a meeting of the directors held in London, Ont., Oct. 1, it was decided to meet representatives of the Pere Marquette R.R. and discuss what terms that company is willing to offer the city of London for an extension of the lease of the line. The present lease expires in about five years, but as certain betterments should be carried out at once, the lessee asks that an extension for 20 years be granted before the work is undertaken. There are several other questions involved in the matter which will have to be settled. The principal one has to do with the payment of the cost of reconstructing certain bridges which the lessee carried out, after notifying the city that it would be held liable for same. The city requires any liability, and it is urged that no extension be granted unless the P.M. R.R. pays for the bridges. Those who favor this view think the G.T.R., which at one time leased the line, in which it has a small interest, or the C.P.R. will make bids for a lease.

Martitime Coal and Ry. Co.—By an act passed last session of the Nova Scotia Legislature the company was authorized to increase the number of its directors from seven to eleven.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—The New York Exchange has listed \$1,005,000 additional first consolidated 4% bonds due 1938, making a total listed to date \$45,891,000.

Nova Scotia Steel Co.—By an act passed last session of the Nova Scotia Legislature the company was authorized, in addition to the powers already possessed, to secure the payment of any money borrowed or raised by it by the issue of debentures or debenture stock charged upon its property, present or future, including its uncalled capital, and to redeem any such securities. The company owns lines in the vicinity of New Glasgow and North Sydney, N.S., and owns several steamships.

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accomplished on branch line construction—the Toronto-Ottawa line at Newboro, crossing Rideau Lake at the Narrows. It is not at all certain that this line will be followed, as it involves a very elevated crossing of the Rideau Lake. Residents in Port Hope, Bowmanville, and other points are not satisfied with the route, and have made representations to the company with a view to some changes being made. At Cobourg, the people are asking that arrangements be made with the G.T.R. for the erection of a union station.

The Toronto board of control has approved a proposition by the company to purchase about half an acre on the Don Eaplände, south of Queen St., at a price to be fixed by the Assessment Commissioner. A condition of the sale is that any other railway can have running rights over the tracks to be laid on the land.

The Minister of Railways, Oct. 6, approved the location of the projected line from the Niagara River to Toronto, so far as it is located through Saltfleet and Barton tps. This portion of the line will start at Fruita, and follow the route of the Toronto, Hamilton and Buffalo Ry. a short distance, through Stony Creek and Bartonville, entering Hamilton at practically the same point. It is reported that the surveys from Burlington into Hamilton have been completed. The route from Toronto follows the power line right of way to Burlington, and then branches off along the north shore of Burlington Bay to Carroll's Point, crosses over a trestle at the Desjardins' canal, under the high level bridge, and the G.T.R. to Coot's Paradise, and then runs southerly and joins the T.H. & B.R. at Garth St.

#### Canadian Northern Ry. Construction, Etc.

**Canadian Northern Quebec Ry.**—The question of terminals for the C.N.Q.R. and its allied line the Quebec and Lake St. John Ry., in Quebec, is being considered by the officials. Reports state that traffic is increasing to such an extent that a considerable enlargement in the yard space is imperative. The question of the shops is also receiving consideration, but nothing definite will be done until a site has been settled on.

**Canadian Northern Ontario Ry.**—Application will be made next session of the Dominion Parliament for an extension of time for the construction of the following lines: from Strathcona, southerly, to Calgary; from Regina, southerly, to the international boundary, between Winnipeg and Ste. Anne, southerly, to the International boundary, from Regina to Humboldt and via the Carrot River to the Pas Mission, and between Humboldt

Sept. 30, and it was expected to have it laid 25 miles out by Oct. 31. The grading of the line from Tosfield towards Calgary, Alta., is progressing and it is expected to have the 80 miles to Camrose completed this fall.

Surveys are being made in the Duck Lake district in connection with the location of a line from Watrous to Prince Albert, Sask.

In connection with the surveys for the location of a line to Vancouver, B.C., three parties are in the field running trial lines via the Nicola valley and the Similkameen district. They are working on Campbell creek, south of Kamloops, and at Stump Lake with the object of securing a route into the Nicola valley. It is stated that the line may ascend the Columbia River and reach the western slope of the Hope Mountains near Hope. (Oct. pg. 788.)

crossing Rideau Lake at the Narrows. It is not at all certain that this line will be followed, as it involves a very elevated crossing of the Rideau Lake. Residents in Port Hope, Bowmanville, and other points are not satisfied with the route, and have made representations to the company with a view to some changes being made. At Cobourg, the people are asking that arrangements be made with the G.T.R. for the erection of a union station.

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Winnipegosis, southerly, to constructed line near south end of Lake Manitoba; from authorized line from Prince Albert and Battelford, near tp. 49, r. 8, w. 3 m., northwesterly and northerly to Great Slave Lake; from authorized line east of Lake Manitoba, westerly via the Narrows to its constructed line between Grandview and Roblin. The company proposes to spend \$10,000 in improving the yards at Brandon, Man. The new freight sheds at the same point, costing about \$10,000, have been practically completed.

Tracklaying was expected to be completed on the branch line from Maryfield, Sask., by Nov. 1. This line, it is proposed, will ultimately be extended to Lethbridge, Alta., but at present only about 125 miles have been graded. A water tank is being constructed at Hudson Bay Jct., near Elstmann, Sask. As soon as this is completed an 8-stall roundhouse will be erected. A yard is being laid out.

A deportation from Yorkton, Sask., was authorized, Oct. 5, to interview the C.N.R. management with a view to securing an extension of the Roosthern branch to Yorkton, Willowbrook and Beaverdale, Sask.

Survey parties are locating a route for a branch line into the Brazeau coal fields. It will be about 75 miles long, and it is expected the surveys will be completed this fall.

Plans have been filed showing the route of about 34 miles northerly from Kamloops, B.C., towards the Yellowhead Pass. A gradient of less than one-fifth or 1% has been secured. C. F. Mannington left Kamloops, Oct. 11, to complete location surveys for a further distance northerly. Another party has completed the location of the route from Kamloops to Agassiz on the south side of the river, about 60 miles east of Vancouver. A number of reports are in circulation as to the location of the terminus in the vicinity of Vancouver and New Westminster. Every large sale of property there is stated to have something to do with the company's intentions. Among these unfounded reports is one that the contractor has purchased a

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## TRANSPORTATION APPOINTMENTS.

The information under this head, which is almost entirely gathered from official sources, is compiled with the greatest care, so as to ensure absolute accuracy. Any one who may notice any error in our announcements will confer a favor by advising us.

**Alberta Central Ry.**—J. G. MacGregor has been appointed Chief Engineer of this projected railway. Office, Red Deer, Alta.

**Boston and Albany Rd.**—F. B. Freeman has been appointed Chief Engineer; Vice E. D. Stone resigned. Office, South Boston, Boston, Mass.

**Canadian Northern Quebec Ry.**, Quebec and Lake St. John Ry.—C. H. N. Connell, heretofore Locating and Resident Engineer, Alberta Ry., and Irrigation Co., Lethbridge Alta., has been appointed Engineer of Maintenance in charge of Maintenance of Way, Bridges and Buildings, and any other duties required of him in the Engineering Department, reporting to the General Manager, vice S. S. Oliver, assigned to other duties. Office, Quebec.

E. G. Roussin, formerly Travelling Freight Agent C.P.R., Lowell, Mass., has been appointed Travelling Freight Agent, Quebec.

**Canadian Northern Ry.**—R. Creelman, heretofore Commercial Agent, St. Paul, Minn., has been appointed Assistant General Passenger Agent, vice C. W. Cooper, General Passenger Agent, resigned. Office, Winnipeg.

**Canadian Pacific Ry.**—L. M. McTavish has been appointed Travelling Freight Agent Eastern and Lake Superior Divisions, vice W. S. Elliot, promoted. Headquarters, Montreal.

A. Mitchell, heretofore depot master G.T.R., Union station, Toronto, has been appointed platform Inspector.

It is also intended to select a staff of three clerks from the Moncton office, for transfer to Ottawa. In this connection, we were advised, Oct. 16, that they had not then been decided on.

**Grand Trunk Ry.**—At the recent half-yearly meeting, in London, Eng., announcement was made of the resignation of the President, Sir C. Rivera Wilson, which will take effect at the end of the current half-year. C. M. Hays, Second Vice President and General Manager, will become President and General Manager, with office at Montreal, and A. W. Smithers, Vice President, will also be Chairman of the Board, with office at London, Eng.

W. P. Corking, heretofore clerk in General Baggage Agent's office, Toronto, has been appointed Baggage Inspector, vice W. J. Cockburn, deceased. W. J. Dawson has been appointed Car Inspector at Brantford, Ont., vice A. Reid, transferred to Sarnia Tunnel.

A. Reid, heretofore Car Inspector, Brantford, Ont., has been appointed Car Foreman at Sarnia Tunnel, vice J. Morrison, acting Car Foreman, assigned to other duties.

The following Agents have been appointed: Vaudreuil, Que., P. Gibson; Goodwood, Ont., D. H. Thompson; Halliburton, Ont., H. M. Bray (temp.); St. Pauls, Ont., W. R. Rice; Port Robinson, Ont., W. L. Colling; Nelles Corners, Ont.; J. A. Pollock, Lawrence, Ont.; J. A. Murray, Stevensville, Ont.; A. D. Johnson, Onondaga, Ont.; G. G. Skelton, Lucknow, Ont.; G. Martin, Brucefield, Ont.; B. Stobie, Caldwell, Ont.; M. G. Welsh, Whitney, Ont.; F. A. Burner.

**Intercolonial Ry.**—E. S. Smiley has been appointed Division Freight Agent at Halifax, N.S., vice A. T. Weldon, resigned. John Stewart, heretofore locomotive engineer, has been appointed Acting Master

## Prince Edward Island Ry.—See Government Railways.

**Quebec, Montreal and Southern Ry., Naperville, Ict. Ry.**—With reference to the appointment of G. H. Burgess as Chief Engineer Delaware and Hudson Co.'s lines, we are officially advised he is Consulting Engineer Q.M. and S.R. and N.J.R.

**Temiscouata Ry.**—G. G. Grundy, heretofore Superintendent, has been appointed General Manager, vice D. R. Lindsay, General Manager and Secretary, who retains the latter position only. Office, Riviere du Loup, Que. The position of Superintendent has been abolished.

P. X. Belanger, heretofore General Freight Agent, has been appointed General Freight and Passenger Agent, Office, Riviere du Loup, Que. The Passenger Department was formerly under the jurisdiction of the Superintendent, C. A. Stewart, heretofore in the company's general office, has been appointed Accountant, and J. T. Lavoye has been appointed Cashier. These are new positions.

**Toronto, Hamilton and Buffalo Ry.**—H. H. Adams, heretofore Superintendent M. C. Rd. Canadian Division, St. Thomas, Ont., has been appointed General Superintendent T. H. and B. R., vice E. Fisher, General Superintendent, and Chief Engineer, resigned. Office, Hamilton, Ont.

R. L. Latham, heretofore Assistant Engineer, has been appointed Chief Engineer, Office, Hamilton, Ont.

## Canadian Northern Ry. Earnings, Etc.

Gross earnings, working expenses, net profits, increases or decreases from 1000\$ (U.S. from July 1, 1909). Net. Net Increase.

Earnings.	Expenses.	
\$ 816,500	\$ 613,900	\$ 202,600

**R.R., Winnipeg.** Canadian Pacific Ry.—L. M. McAvish has been appointed Travelling Freight Agent Eastern and Lake Superior Divisions, vice W. S. Elliott, promoted Head-quarters, Montreal.

A. Mitchell, heretofore depot master freight Agent, with jurisdiction over the territory Mattawa and west to Sault Ste. Marie and Port Arthur, including the Temiskaming and Kipawa branches, reporting to the General Freight Agent office, North Bay, Ont.

W. J. Singleton, whose appointment as Trainmaster at North Bay, Ont., was announced in our last issue, was formerly in the Company's service as Superintendent at Montreal.

J. M. Mack has been appointed Locomotive Foreman, Arcola, Sask., vice S. M. Miller, who has been given employment in the Souris shop, Man.

J. S. Rugg has been appointed Locomotive Foreman at Neudorf, Sask., vice H. A. Keswick, transferred.

H. A. Keswick, heretofore Locomotive Foreman, Neudorf, Sask., has been appointed Locomotive Foreman at Field, B.C., vice A. E. Bennett.

F. Walker has been appointed Acting Superintendent District 3, Pacific Division, vice A. Purvis, resigned, Office, Nelson, B.C.

W. H. Gardiner, heretofore Contracting Freight Agent, Vancouver, B.C., has been appointed City Freight Agent, Victoria, vice F. H. Clendening, promoted Chicago Great Western Rd.—A. C. Glespie, has been appointed City Freight and Passenger Agent, Minneapolis, reporting to the General Agent there.

Esquimalt and Nanaimo Ry.—W. H. Gardiner, City Freight Agent, C.P.R., Victoria, has also been appointed District Freight Agent E. and N. R., vice F. H. Clendening, promoted.

**Government Railways.**—In continuance

of the system of reorganization, being carried out in connection with the Intercolonial and P.E.I. Rys., as mentioned in our Sept. issue, L. Layole, heretofore on

son, Onondaga, Ont.; G. G. Skelton, Lucknow, Ont.; O. Martin, Brucefield, Ont.; B. Stobs, Caldwell, Ont.; M. G. Walsh, Whitney, Ont.; F. A. Bamber.

**Intercolonial Ry.—E. S. Smiley** has been appointed Division Freight Agent at Halifax, N.S., vice A. T. Weidon, resigned. John Stewart, heretofore locomotive engineer, has been appointed Acting Master Mechanic Eastern Division, vice N. L. Rand, Master Mechanic, placed on the pension list, Office, Moncton, N.B. See also Government Railways.

**Michigan Central Rd.—H. Shearer,** heretofore secretary to the General Manager, Detroit, Mich., has been appointed Superintendent Canadian Division, vice H. H. Adams, resigned to enter T. H. and B. R. service, Office, St. Thomas, Ont.

J. D. Curtis and A. C. Campbell have been appointed Chief and Assistant Surgeons respectively, at St. Thomas, Ont.

**Marie Ry.**—Since the acquisition of the Wisconsin Central Ry., and its operation as the Chicago Division of the M. St. P. and S.S.M.R., its interests in Winnipeg will be represented there by the General Agent, J. C. Peterson, G. H. Anthony, General Agent W. C. Ry., having resigned to enter railway service in the U.S.

**National Transcontinental Railway Commission.**—W. S. Culvert, heretofore member of the Dominion Parliament for West Middlesex, Ont., has been appointed to the Commission, vice R. Reid, deceased.

**Pere Marquette-Lehigh Valley Line.**—G. H. Anthony, heretofore General Agent, Chicago Division M. St. P. and S.S.M.R., Winnipeg, Man., has been appointed General Agent P.M.-L.V. Line, with offices at St. Paul and Minneapolis, Minn. He has charge of Northwestern Territory, covering Minnesota, the Dakotas and the Canadian Northwest, also Superior and Ashland, Wis.

**Pere Marquette Rd.—S. L. Merritt** has been appointed General Solicitor, in charge of the Legal Department and land tax matters, Office, Detroit, Mich. The position of General Counsel is vacant. Angell, Boynton, McMillan and Bodman, Acting General Counsel, having resigned.

A. E. Plumer, heretofore in the Puusen-ger Department, St. Thomas, Ont., has

gineer, Office, Hamilton, Ont.

### **Canadian Northern Ry. Earnings, Etc.**

Gross earnings, working expenses, net profits, increases or decreases from 1908-9, from July 1, 1908.

	Earnings	Expenses	Net Increase
July	\$ 843,500	\$ 619,000	\$20,700+
Aug.	807,100	662,700	904,400
Sept.	1,076,900	715,900	911,500
	\$2,757,400	\$1,681,000	\$746,300
Inc.	\$ 840,800	\$244,100	165,800

Gross earnings, working expenses, net profits, increases or decreases over 1908-9, from July 1, 1908.

	Earnings	Expenses	Net Increase
July	7,140,020	4,969,156.20	\$179,870.75
Aug.	7,426,984.02	4,462,926.75	2,084,057.87
	\$16,507,014.55	\$128,084,535.55	\$45,441,028.00
Inc.	\$1,838,177.44	\$1,207,790.40	\$350,451.04

G.P.R. Earnings, Expenses, Etc.

Approximate gross earnings for two weeks ended Oct. 14th, \$208,800 against \$111,700 for the same period 1908.

Gross earnings, working expenses, net profits, increases or decreases over 1908-9, from July 1, 1908.

	Earnings	Expenses	Net Increase
July	7,140,020	4,969,156.20	\$179,870.75
Aug.	7,426,984.02	4,462,926.75	2,084,057.87
	\$16,507,014.55	\$128,084,535.55	\$45,441,028.00
Inc.	\$1,838,177.44	\$1,207,790.40	\$350,451.04

ATLANTIC RY.—South Shore and Mineral Range Rd.—Approximate gross earnings for Sept., \$321,405, and for two weeks ended Oct. 21, \$6,400,000; against \$6,307,000.

Approximate gross earnings for Sept., \$321,405, and for two weeks ended Oct. 21, \$6,400,000; against \$6,308,000 for same periods 1908.

ATLANTIC RY.—Approximate gross earnings for Sept., \$321,405, and for two weeks ended Oct. 21, \$6,400,000; against \$6,307,000.

ATLANTIC RY.—Approximate gross earnings for Sept., \$321,405, and for two weeks ended Oct. 21, \$6,400,000; against \$6,308,000 for same periods 1908.

Grand Trunk Ry. Earnings, Expenses, Etc.

See "Grand Trunk Ry. Earnings, Expenses, Etc." page 1908.

1 - 1909

INCLUDES REVENUE FROM PORTS.  
Marie and Port Arthur. Including the  
Pembinaing and Kipawa branches, re-  
porting to the General Freight Agent.

Office, North Bay, Ont.

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Nelson, B.C.

W. H. Gardiner, heretofore Contract-  
ing Freight Agent, Vancouver, B.C., has  
been appointed City Freight Agent, Vic-  
toria, vice F. H. Clendenning, promoted.

Chicago, Great Western Rd.—A. C. Gil-  
ispie, has been appointed City Freight  
and Passenger Agent, Winnipeg, report-  
ing to the General Agent there.

Esquimalt and Nanaimo Ry.—W. H.  
Gardiner, City Freight Agent, C.P.R., Vic-  
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Purchasing Agent, Ottawa

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Agent, J. C. Peterson, G. H. Anthony,  
General Agent W. C. Ry., having resigned  
to enter railway service in the U.S.

National Transcontinental Railway  
Commission.—W. S. Calvert, heretofore  
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West Middlesex, Ont., has been appointed  
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ceased.

Pere Marquette-Lehigh Valley Line.—  
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St. Paul and Minneapolis, Minn. He has  
charge of Northwestern Territory, cover-  
ing Minnesota, the Dakotas and the Can-  
adian Northwest, also Superior and Ash-  
land, Wis.

Pere Marquette Rd.—S. L. Merriam  
has been appointed General Solicitor, In-  
charge of the Legal Department and land  
and tax matters, Office, Detroit, Mich.  
The position of General Counsel is va-  
cant. Angell, Boynton, McMillan and  
Nedman, Acting General Counsel, having  
resigned.

A. E. Plumer, heretofore in the Passen-  
ger Department, St. Thomas, Ont., has  
been appointed General Baggage Agent  
offices Detroit, Mich.

11-1909

APPROXIMATE GROSS EARNINGS FOR TWO WEEKS ENDED OCT.  
14TH, \$568,800, AGAINST \$41,700 FOR THE SAME PERIOD 1908.

APPROXIMATE GROSS EARNINGS FOR TWO WEEKS ENDED JULY 1, 1908. NET INCREASE  
OR DECREASE OVER 1908-9. FROM JULY 1, 1908.

C.P.R. Earnings, Expenses, Etc.

GROSS EARNINGS, WORKING EXPENSES, NET PROFITS, INCREASES  
OR DECREASES OVER 1908-9. FROM JULY 1, 1908.

Earnings, Expenses, Net Profits, or Decrease  
July 1, 1908, \$22,448 4,980,150.20 2,470,870.78 305,907.48  
Aug. 7, 495,084.02 4,402,926.75 2,984,057.87 846,164.16 +

\$14,567,014.56 \$0,128,085.06 \$5,448,924.90 \$490,458.84 +

Inc. \$1,888,177.04 \$0,397,797.40 \$550,456.04 -

APPROXIMATE GROSS EARNINGS FOR SEPT., \$4,148,000, AND  
FOR 8 WEEKS ENDED OCT. 21, \$6,400,000, AGAINST \$4,307,000  
FOR 8 WEEKS ENDED 1908.

Etc.

APPROXIMATE GROSS EARNINGS FOR SEPT., \$3,214,053  
FOR TWO WEEKS ENDED OCT. 14, \$147,043.

AGAINST \$25,884 AND \$115,346 FOR SAME PERIOD  
1908.

BALTIMORE, BOSTON, BRIGHTON & ATLANTIC RY.—  
APPROXIMATE GROSS EARNINGS FOR SEPT., \$3,214,053.

FOR TWO WEEKS ENDED OCT. 14, \$147,043.

AGAINST \$25,884 AND \$115,346 FOR SAME PERIOD  
1908.

MINERAL RANGE RD.—APPROXIMATE GROSS EARN-  
INGS FOR SEPT., \$75,860, AND FOR TWO WEEKS ENDED  
OCT. 14, \$31,548, AGAINST \$73,253 AND \$31,272  
FOR SAME PERIOD 1908.

MINNEAPOLIS, ST. PAUL AND RAILWAY RY.—  
APPROXIMATE GROSS EARNINGS FOR AUG., \$1,204,104.17;

BY—GROSS EARNINGS FOR \$714,498.84; NET EARNINGS, \$489,910.88;  
EXPENSES, \$61,360.27; GROSS EARNINGS AGAINST \$689,580.16  
EXPENSES, \$202,760.00; NET EARNINGS FOR AUG.  
1908.

APPROXIMATE GROSS EARNINGS FOR TWO MONTHS  
ENDED AUG. 31, \$2,848,026.90; EXPENSES, \$1,

451,056.42; NET EARNINGS, \$906,967.57 AGAINST  
\$1,011,400.25; GROSS EARNINGS, \$1,287,145.28; EX-  
PENSES, \$324,323.97; NET EARNINGS FOR SAME PERIOD  
1908.

APPROXIMATE GROSS EARNINGS FOR SEPT.,  
\$2,504,701, AND FOR TWO WEEKS ENDED OCT. 14,  
\$1,169,178, AGAINST \$2,183,601 AND \$1,001,680  
FOR SAME PERIOD 1908.

Grand Trunk Ry. Earnings, Expenses Etc.

The following figures give the earnings of the  
G.T.R., the C.A.R., the G.T. Western Ry., and the

## MAINLY ABOUT PEOPLE.

F. C. Salter, European Traffic Manager G.T.R., London, Eng., is on a visit to Canada.

Lady Shaughnessy returned to Canada, Oct. 28, from England, where her daughters are at school.

Lord Strathcona has contributed \$10,000 for Father Lacombe's home for aged and infirm people at Calgary, Alta. G. M. Bosworth, Fourth Vice President C.P.R., has been elected a director of the Crown Trust Co., Montreal.

Mrs. Weatherston, wife of N. Weatherston, Agent Intercolonial Ry., Toronto, died there Nov. 11, and was buried at Guelph, Ont.

Miss G. M. Camp, daughter of W. J. Camp, Electrical Engineer C.P.R. Telegraphs, Montreal, was married, Nov. 8, to L. Jackson, Westmount.

Sir H. Montague Allan will spend the winter in England, where he has taken a house at Hatfield.

Janet Hume, infant daughter of W. H. Grant, Manager of Construction, MacKenzie, Mann and Co.'s Eastern Lines, died at Toronto, Nov. 2.

E. B. Osler, M.P., and W. D. Mathew, directors of the C.P.R., have been elected to the board of the Hamilton Steel and Iron Co., Ltd., Hamilton, Ont.

J. E. Hutchison, Superintendent Ottawa Electric Ry., returned to Ottawa recently from the Black River district, where he and his party had a successful shooting trip.

H. M. Gower, Supervisor of Apprentices, C.P.R. Angus shops, Montreal, was married to Miss M. L. Brewster, Nov. 17. He was presented with a silver tea service and tray by the Angus shop staff.

Sir Thos. G. Shaughnessy, President

was elected on the Executive Committee of the American Association of Dining Car Superintendents, at its recent annual meeting in Chicago, Ill.

L. Herold, who has been appointed G.T.R. Agent, London, Ont., was born in 1864, and has been in G.T.R. service since boyhood. Since 1889 he has been Agent at Hensall, Wingham and Brantford, Ont.

P. B. Nixon, formerly train dispatcher, Central Vermont Ry., St. Albans, Vt., and latterly dispatcher for the Atchison Topeka and Santa Fe Rd., at Cripple Creek, Colorado, has been appointed to a similar position in the company's service at La Junta, Colorado.

A. H. Brandon, G.T.R. Representative at North Bay, Ont., died there Oct. 31, after a few days' illness, aged 89. He had occupied the position in North Bay for about three years, prior to which he had occupied various positions in the same service.

A. T. Weldon, who resigned the position of Division Freight Agent, Intercolonist Ry., Halifax, N.S., to enter the Black Diamond Steamship Line's service, was presented with a gold watch by a number of friends at Halifax, recently.

The rumored retirement of R. Kerr Passenger Traffic Manager, and W. Stitt, General Passenger Agent Eastern Lines, C.P.R., has been officially denied.

F. H. Frisby, who has been appointed Headhouse Foreman I.C.R., St. John, N.B., was born at Acadie Mine, N.S., May 4, 1862, and entered I.C.R. service Jan. 6, 1882, since when he has been, to Feb. 1862, wiper; Feb. 1862, to Feb. 1895, fireman; Feb. 1895, to Nov. 1, 1900, engineer.

D. A. G. Tate, Assistant Solicitor G.T.P.R., Winnipeg, who was on an inspection trip over the line westward to

during his railway career, all of which prior to his present appointment, has been in the U.S., he has acted as clerk to his father, then C.P.R. Agent at Lowell, Mass.; clerk, Boston and Maine Rd., Boston, Mass.; and Travelling Agent under District Passenger Agent C.P.R., Boston, Mass.

Sir R. W. Perks has announced that he will not seek re-election to the Imperial House of Commons, one of the reasons given being pre-occupation due to important contracting work in Canada. He is the principal promoter of the Montreal and Georgian Bay Canal project, and is also interested in the dry dock projects on the St. Lawrence River and at St. John, N.B., recently submitted to the Dominion Government. The other reason is that he does not approve of the Government's fiscal policy, which he considers to be socialist.

F. X. Belanger, whose appointment as General Freight and Passenger Agent Temiscouata Ry., Rivière du Loup, Que., was announced in our last issue, was born at Chlordormes, Que., Jan. 20, 1876, and from May, 1892, to Nov. 1896, was operator Great North Western Telegraph Co. there; Nov. 18, 1896, to Aug. 1901, consecutively telegraph operator, agent, relieving train dispatcher Temiscouata Ry., Aug. 22, 1901, to Nov. 1904, train dispatcher, Nov. 1, 1904, to Mar. 15, 1908, chief clerk General Manager's office, Mar. 15, 1908, to Oct. 1908, General Freight Agent.

E. A. Wiern, who has been appointed Auditor of Pishburghments M.C.R., Detroit, Mich., was born at Andover, Ill., July 20, 1870, and entered railway service Oct. 6, 1891, since when he has been, to June 1, 1898, in freight Auditor's office, Chicago, Burlington and Quincy Rd., Chicago, Ill.; June 1, 1898, to Oct. 1899, in Treasurer's Department, same road; Oct. 1899 to Aug. 1901, in office of Auditor of Expediture, same road;

Sir H. Montagu Allan will spend the winter in England, where he has taken a house at Hatfield.

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Sir Thos. G. Shaughnessy, President C.P.R., was a guest at Government House, Ottawa, Nov. 9, on the occasion of a State dinner in celebration of King Edward's 68th birthday.

H. H. Vaughan, Assistant to the Vice President C.P.R., delivered a lecture recently to the Science Undergraduate Society of the McGill University, on Machine Design.

B. J. Coghlin, of B. J. Coghlin and Co., manufacturers of railway springs, etc., Montreal, died there, Nov. 10, of heart failure, aged 73. He was also a Canadian Agent of the White Star Line.

J. A. McLardy, Trainmaster G.T.R., Stratford, Ont., was presented with a gold watch, chain and locket by a number of the C.P.R., who died Oct. 31. In New York, bequeathed about \$20,000 to various charities, out of a total of about \$80,000,000.

W. A. Cooper, General Superintendent Sleeping, Dining and Parlor Cars C.P.R. Montreal, was elected President of the American Association of Dining Car Superintendents at its recent annual meeting in Chicago, Ill.

who will take the position of Chairman

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D'Arcy Tate, Assistant Solicitor G.T.R., Winnipeg, who was on an inspection trip over the line westward to Edmonton, Alta., with E. J. Chamberlin, Vice President and General Manager, was compelled to return to Winnipeg, Nov. 3, owing to an attack of muscular rheumatism.

G. W. Vunderschur, at one time Superintendent Manitoba Division Northern Pacific Ry., and latterly Superintendent of a division of the National Railway of Mexico at Uruapan, Chi., has been appointed Superintendent Western Division Chicago & St. Louis R. at Clarion, Iowa.

A. J. Reiter was presented with a gold watch, Nov. 6, by men employed at the G.T.R. shops at Stratford, Ont., on resigning his position as foreman of the erecting shops to remove to North Bay, Ont., where he will have charge of the erecting department of the Temiskaming and Northern Ontario Ry. shop.

R. J. Mackenzie, railway contractor, H. Sutherland, Executive Agent Canadian Northern Ry.; and W. Whyte, Second Vice President C.P.R., are among the provisional directors of the Manitoba Jockey Club, which was recently incorporated under the Dominion Companies Act, with a capital of \$500,000, and office at Winnipeg.

A. W. Smithers, Vice President G.T.R., who will take the position of Chairman

was announced in our last issue, was born at Chelmsford, Que., Jan. 20, 1876, and from May, 1893, to Nov. 1896, was operator Great North Western Telegraph Co., there, Nov. 18, 1896, to Aug. 1901, consequently telegraph operator, agent, receiving train dispatcher Temiscouata Ry., Aug. 22, 1901, to Nov. 1904, Train Dispatcher, Nov. 1, 1904, to Mar. 15, 1908, chief clerk General Manager's office, Mar. 15, 1908, to Oct. 1908, General Freight Agent.

E. A. Wigren, who has been appointed Auditor of Posturments, M.C.R., Detroit, Mich., was born at Andover, Ill., July 20, 1870, and entered railway service Oct. 11, 1891, since when he has been to June 1, 1898, in freight Auditor's office, Chicago, Ill.; June 1, 1898, to Oct. 1899, in Treasurer's Department, same road; Oct., 1899, to Aug. 1901, in office of Auditor of Expenditure, same road; Aug. 1901, to Feb., 1906, in General Auditor's office, same road; Feb., 1906, to May 1, 1907, tariff clerk, Traffic Department, same road; May 1, 1907, to Oct. 1909, Chief Clerk, Audit Department, M.C.R., Detroit, Mich.

R. Creelman, whose appointment as Assistant General Passenger Agent C.N.R., Winnipeg, was announced in our last issue, entered railway service Sept. 1891, since when he has been to 1893, messenger City Freight Agent's office, G.T.R., Toronto; 1893 to 1897, ticket clerk G.T.R. city office, Toronto, 1897 to 1900, chief clerk District Passenger Agent's office, G.T.R., Toronto; Jan. 1, 1900, to Aug., 1901, in General Passenger Agent's office, C.P.R., Winnipeg; Aug., 1901, to Sept. 1, 1903, in Passenger Traffic Department, C.N.R., Winnipeg; Sept. 1, 1903, to July 1, 1906, City Ticket Agent, Northern Pacific Ry., Winnipeg; July 1, 1906, to July 1, 1909, Travelling Passenger Agent C.N.R., St. Paul, Minn.; July 1, 1909, Commercial Agent, C.N.R., St. Paul, Minn.

W. H. Gardiner, whose appointment as City Freight Agent C.P.R. and District Freight Agent E. and N.R., Victoria, was announced in our last issue, was born there Dec. 6, 1859, and entered C.P.R. service July 7, 1886, since when he has been to Nov. 1, 1896, freight checker at Port Hammond, B.C.; Nov. 1, 1896, to

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J. S. Kennedy, one of the original indicatees, responsible for the construction of the C.P.R., who died Oct. 31, in New York, bequeathed about \$1,000,000 to various charities, out of a total of about \$60,000,000.

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We have been officially advised that the report that C. Murphy, General Superintendent Eastern Division, and J. Chorne, General Superintendent Ontario Division, C.P.R., will exchange positions is without foundation.

J. H. Gordon, G.T.R. Agent at London, Ont., was recently presented with a gold watch and chain and an address by the Board of Trade and a gold mounted cane by the office staff, on his appointment as Freight Agent G.T.R., Toronto.

E. W. Smith, Superintendent Sleeping,

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G. J. Desbarats, who has been Acting

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DECEMBER, 1909.]

THE

Deputy Minister of Marine since the retirement of Col. F. Gourdeau, has been appointed, by order in council, Deputy Minister of Marine. He is a native of Quebec City, and received his education in Montreal, graduating from the Polytechnic Institute in 1879, after which he entered Government service as an engineer of canal construction and other public works. For several years he acted as assistant to the Chief Engineer of Canals, and from 1892 to 1896 was Inspector of Railway Construction in British Columbia; 1896 to 1899, Engineer in charge of the Galops Canal construction; 1899 to 1901, employed on hydrographic survey work on the St. Lawrence River, and in 1901, he was appointed to supervise the work of re-building and enlarging the Government shipyards at Sorel, Que., and continued to act as Agent for the Department there until his appointment as Acting Deputy Minister of Marine in 1908. He is a brother-in-law of D'Arcy Scott, Assistant Chief Railway Commissioner.

C. M. Hays, Second Vice President and General Manager G.T.R., who will succeed Sir Charles Rivers Wilson as President, Jan. 1, 1910, was born at Rock Island, Ill., in 1856. He entered railway service in 1873, since he has been, to 1877, clerk, Atlantic and Pacific Rd. (now part of the Frisco Lines), St. Louis, Mo.; 1877 to 1884, secretary to Vice President and General Manager Wabash and Missouri Pacific systems; 1884 to 1886, secretary to Vice President and General Manager Wabash, St. Louis and Pacific Rd.; 1886 to 1887, Assistant General Manager same road; 1887, he was appointed General Manager Wabash Western lines, comprising all the lines west of the Mississippi River and that portion of the lines east, between Chicago and Detroit, and on the consolidation of the Wabash lines, he was appointed General Manager of the entire system. In 1894 he was elected also Vice President, and resigned Dec. 31, 1895, on

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President, and resigned Dec. 31, 1895, on his appointment as General Manager G.T.R., which position he resigned in 1901 to become President Southern Pacific Rd., but on that railway changing hands, he returned to the G.T.R., as General Manager, and was also elected Second Vice President in 1902.

John Niblock, who recently resigned his position as Superintendent District 3, Western Division C.P.R., with headquarters in Calgary, was born in York County, Ont., Dec. 21, 1849. He entered railway service with the G.T.R. Aug. 21, 1870, as switchman, served two years as brakeman and two years as conductor, resigning to go into fruit and ornamental tree business, in which he continued for five years. In 1880 he entered the Dominion Government railway service on the original C.P.R. as conductor, and as such made the first crossing of the Louise bridge at Winnipeg in August, 1880, and ran the first train between Winnipeg and Portage la Prairie, Dec. 1, 1880. He entered the C.P.R. service at its inception in 1881 as conductor; was appointed Trainmaster, Sept. 9, 1882, and Superintendent of the Port Arthur-Winnipeg section, Sept. 14, 1883. On May 21, 1887, he was transferred to Medicine Hat, Alta., as Superintendent, and in Oct. 1899, was transferred to Calgary, Alta., as Superintendent, in which position he remained until Nov. 1, 1909. During his superintendency west of Winnipeg he assisted in the building of about 1,000 miles of line. He will always be remembered as the founder of the Medicine Hat General Hospital, which proved a great blessing in the earlier days of settlement when there was no other hospital on the line of railway west of Winnipeg, and to which he contributed liberally personally, and raised a considerable sum by his persistent personal exertions. Mr. Niblock is already inter-

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