

CANADIAN
RAILWAY
EMPLOYEES

1901

RAILWAY APPOINTMENTS, &c.

Canada Atlantic & O., A. & P. S. Hays. Railway Manager Smith issued the following circular, Nov. 13: "R. A. Carter is appointed Travelling Freight & Passenger Agent of these companies, with office at Ottawa, vice G. H. Phillips, resigned. Mr. Carter will also continue to discharge the duties of Contracting Agent at Montreal until further notice."

Banff and Pacific.—Manager White, of the Western Lines, issued the following circular Nov. 13: "M. H. MacLeod has been appointed Superintendent of the Cowichan, New Branch, having charge of the line between Macleod & Kootenay Landing, with headquarters at Macleod, Alta. G. Erickson has been appointed Trainmaster."

Grand Trunk.—Superintendent Herbert Rowlinson, W. S. Newton, of the Selkirk & Arrowhead sections of the Pacific Division, has been transferred to the district west of Revelstoke.

Grand Trunk.—Superintendent Herbert Rowlinson, of the Eastern division, issued the following circular, Nov. 13: "The following changes & appointments are effective this date. The office of acting Trainmaster, 1st District (Abbotsford), & J. Brown, trainmaster and 3rd districts, is assigned to other duties. C. Sc. Cunningham, Trainmaster 1st, and 3rd Districts, office of Island Pond, Vt. J. Monday, Assistant Trainmaster 1st District, office Is-land Pond, Vt.

The position to which Mr. Cunningham has been appointed is the one formerly occupied by Mr. Hechler.

On the Western Division, Trainmaster F. L. Corwin having resigned has been succeeded by J. Irwin, transferred from districts 1 & 2 to districts 27, 28 & 30, with headquarters at Detroit, Mich. Mr. Corwin, who was formerly Superintendent of the Brockbridge Division of the Great Northern, went to the G. T. R. early this year & resigned recently to become Superintendent of the Union Stock Yards Co., at Omaha, Neb.

J. D. Mc Donald, City Passenger Agent of the G. T. R. at Buffalo, N. Y., has also been appointed City Ticket Agent of the Western New York & Pennsylvania there, succeeding E. J. Quigley, who was recently appointed G. T. R. early this year & resigned recently to become Superintendent of the Union Stock

Yards Co., at Omaha, Neb.

E. J. Quigley, who was recently appointed General Agent of the Passenger Department of the G. T. R. at Los Angeles, Cal., is a son of the late Col. A. A. Talonage, for many

Personal Mention.

Talonage has been General Agent of the Grand Trunk at Chicago for some time, but owing to ill health was compelled to resign to go to California. He has been identified with the Washish & G. T. systems for many years & is responsible for some of the important changes made in the operation of the G. T. at Chicago within the past year. His many friends will earnestly hope that he may completely regain his health in the mild climate of Southern California.—Railway Age.

Great Northern.—A recent circular reads: "P. E. Ward is appointed General Superintendent, vice R. Harding, resigned, to accept charge of the operation of all the Co.'s lines service elsewhere. Mr. Ward will have full charge of the operation of all the Co.'s code lines being defined by the Co.'s code Mr. Ward will continue, as heretofore, General Superintendent of the Montana Central Rv., with headquarters at St. Paul, Minn., instead of Great Falls, Mont."

C. Shieles, Vice-President of the Spokane & Northern, has been appointed also as Assistant General Superintendent of the Western Division of the Great Northern, with headquarters at Spokane, Wash., vice F. H. Britton, appointed Division Superintendent of the Dakota Division. Mr. Shieles' district includes also the Montana Division, of which J. M. Davis, heretofore Division Superintendent at Breckenridge, Minn., has been appointed Division Superintendent at Havre, Mont., succeeding L. B. Button, resigned.

Intercolonial.—B. C. Giesner has been appointed General Air Brake Inspector, with headquarters at Moncton.

V. F. Farrell has been appointed Ticket Agent at Hollis St., Halifax, White Pass & Yukon.—The officers of this life, as recently announced, are: President, S. H. Graves, Chicago, Ill.; Purchasing Agent, W. L. Wilson, Skagway, Alaska; Traffic Manager, L. H. Gray, Skagway; Chief Engineers, F. C. Hawkins, Seattle; Master Mechanics, W. H. Gatchcock, Skagway; General Storekeeper, J. W. Young, Skagway; General Agent, C. C. Figgins, Seattle.

Sir C. Rivers-Wilson, President of the G. T. R., is Chairman of the British Columbia Traction Co., which has a subscribed capital of £300,000, preference shares of £100 & £100,000 5% debenture stocks.

On Thanksgiving Day the Montreal, British Columbia, Telephone & Telegraph Co. held a symposium. "What we have to be thankful for." Among the contributors was Sir William Van Horne, who gave the laconic answer, "The Dingley Tie. It.

W. W. Dawson, Superintendent of the Waggon District, Superintendents of the Waggon Co., at Montreal, with headquarters at the venture Station. It is said the appointment is only temporary, however, as Mr. C. R. Hosmer, Manager of the

Telephones & Mrs. Hosmer, wife of Montreal Dec. 9, after a 6 weeks trip London & Paris, having left their daughter in the latter city to pursue her studies in Paris again immediately.

A daughter of J. Lake, engineer of

Cathcart's Niagara Central R. R.

M. Van Hartigan is in charge of the Ry. office which has been opened in N.S.

C. J. Wiggin has been appointed Baggage Agent of the Boston & Maine, succeeding O. W. Greeley.

D. E. Brown, General Agent for the in China & Japan, is returning to a after extended leave of absence.

W. Mackenzie, President of the Ry., returned from Europe Dec. 3 left his daughters in Florence.

R. Archibald, General Manager Canada Coal & Ry. Co., at Joggins, N.S., recently came from Mania Robbs.

Miss M. M. Colclough, daughter Superintendent of the International Ry. Agent of the G. T. R., in Buffalo, will upon the concert stage shortly.

R. S. Logan, Secretary to the Canadian Manager of the G. T. R., was married at Louis, Mo., Nov. 10, to Miss Anna Kellam. Mr. Hays was among the wedding guests.

Hector Gibson, M. Can. Soc., a graduate of the Institution of Electrical Engineers, London, Eng., the local Hon. Soc. & Vice for Canada.

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Oliver, formerly Eastern Freight & Agent at Montreal, who was relieved, last by General Traffic Manager has been appointed Travelling Agent for Montreal City & Quebec reporting to the Divisional Freight Agent, Toronto recently in connection with the reorganization of the office there. Mr. McNaughton, who has been recently Division Freight Agent at Lachine, N.B., is confirmed in his new position of General Travelling Agent for the Central R.R. with headquarters at Toronto, & N.W. Wilson becomes Travelling Freight & Passenger Agent with headquarters in the same place, 93 York St.

Mr. McNaughton, who has been stationed in Canada for the last 4 years as relieving Agent for between Moncton & Trois-Rivières, has been promoted to dispatcher in the New Glasgow office. J. E. Bonner, operator in the Montreal office, has been promoted to Mr. McNaughton's place.

Great Northern (U.S.)—Darius Miller, 66, Vice-President & Traffic Manager of the Missouri, Kansas & Texas, has been appointed Chief Traffic Executive, succeeding George J. Jackson, General Traffic Manager, with headquarters at St. Paul, Minn.

Montana & Northwestern—Hugh Spence, office of McMurtry, Oder & Co., Toronto, of Montreal.

Quebec & New York—New York & Quebec, Mr. H. Phillips has been appointed Travelling Freight & Passenger Agent of the Company with headquarters in Quebec, vice A. W. Flack, resigned.

Southern Pacific & Northern—A. Jackson has been appointed Resident Engineer with headquarters at Spokane, Wash., succeeding F. C. Roberts, Chief Engineer, resigned. Mr. Malone has been appointed Chief Engineer with headquarters at Spokane, vice A. W. Flack, resigned.

Following are the recently-elected & re-elected officers of the Nelson & Fort Shoppe, the Red Mountain Ry.; the Sub-Hamilton, British Columbia;—W. H. Thompson, President; C. Shadis, Vice-President; Ballantyne, Sec'y & Treas.; A. M. Auditor; C. G. Dickson, G. F. & A. Jackson, Resident Engineers; C. H. A. Jackson, Mechanic. Mr. Thompson is at Seattle, while the others are at Spokane.

West Shore—J. J. McCarthy, Travelling Passenger Agent at Toronto, has been appointed General Western Passenger Agent at Chicago, vice W. Caldwell resigned.

R. Miller, Superintendent of Motive Power of the M.C.R. Ry., met with an accident at his home in Detroit recently, whereby he was badly but not dangerously burned by an explosion of gas in a furnace.

W. Mackenzie, accompanied by 3 of his daughters, left Toronto in Oct. for England. The Misses Mackenzie go to continue their studies on the Continent; Mr. Mackenzie expects to return to Canada early in December, J. M. Egan, at one time General Superintendent of the C.P.R. Western Division at Winnipeg, was re-elected Vice-President of the Central R.R. of Georgia at the recent annual meeting. His headquarters are at Savannah.

Mrs. Matthews' wife of W. D. Matthews, of the C.P.R. directors, has returned to Toronto from abroad, having spent the summer travelling with her daughter Ethel, on the Continent, & left her in Paris to continue her studies.

Sir Wm. Van Horne, R. R. Angus & W. Mackenzie are among the directors of the Grand Trunk (N.B.) Water Power & Canal Co., the capital stock of which, \$1,000,000, is said to have been subscribed.

Gallingwood Schreiber, Deputy Minister of Railways, was married at Ottawa, Nov. 14, to Julia Mandl, daughter of Judge Guyway, of the Superior Court. After the ceremony, Mr. & Mrs. Schreiber left in the official car Montreal for New York.

The Duke & Duchess of York are about to visit Lord & Lady Mount Stephen at Brough Hall, Hanfield, Eng. The Duchess' friendship with Lady Mount-Shepheard dates from the days when the latter was Lady-in-Waiting to the Duchess of Teck.

T. R. Hewson, Civil Engineer, of Terrell & Hewson, died suddenly at Sudbury recently. He was born in Cobourg about 4 years ago. He was Engineer of the Hamilton Radial Ry. Recently he had been at Sudbury superintending the laying out of township land for the Government.

Lord Stratford & Mount Royal was recently asked about the statement published in Canada that he was about to resign the High Commissionership, & he succeeded by Sir Richard Cartwright. He said that, of course, he knew nothing of Sir Richard Cartwright's movements. He himself was quite innocent of knowledge of any intention such as alleged. It is rumored that F. D. Underwood, General Manager of the Minneapolis, St. Paul & Sault Ste. Marie, has been appointed General Manager of the Baltimore & Ohio to succeed W. M. Green, elected Vice-President of the B. & O. Southwestern, & that W. F. Finch, General Manager of the Duluth, South Shore & Atlantic will succeed Mr. Underwood on application to the Dominion Parliament for an

H. A. Price, hitherto District Passenger Agent of the L.C.R., at Halifax, recently transferred to a similar position in Montreal, entered the service of the C.P.R. in the audit office in 1873, & went into the Managing Director's office the following year. He accompanied the late C. J. Bayliss as Private Secretary when he was appointed General Superintendent of Government Railways in 1875, & when the former retired in 1879 became Private Secretary to D. Puttling, the present General Manager, with whom he remained until 1892. Then he was appointed chief clerk in the General Passenger Agent's office at Montreal, N.B., where he remained until last Jan., when he was appointed District Passenger Agent at Halifax.

J. H. Keating, Manager of the Toronto Railway Co., has been sadly bereaved lately. Late in Oct. he received a cablegram from the British War Office, stating that his son Jacob Keating, of the Leinster Regiment, had been killed in a charge on the Niger by natives. He had set out in command of a party of native soldiers from Lokoja, & having passed Jebba, was advancing towards the farthest outpost of the British in the Niger region. A mining bid occurred at Port Goldie among the native troops, & it is possible that his death may have been caused by some of the mutinous natives. About the same time Mr. Keating was advised of the death of his father, Wm. Keating, a lawyer, having been admitted to the Nova Scotia bar in 1820. For some years he was registrar of deeds for Halifax County. In 1861 he removed to California from Halifax, with his family.

Jas. Tiltinger died at his home in Buffalo, N.Y., Oct. 25, aged 76. He was born in Cooperstown, N.Y., & entered railway service as fireman on the Utica & Schenectady R.R., now a part of the New York Central. In a few years he became Master Mechanic & Assistant Superintendent of the Rome, Water-Town & Ogdensburg. In April, 1856, he was appointed Superintendent of Monroe Power & Assistant General Superintendent of the Northern Ry. from Toronto to Collingwood, Ont., now a part of the G.T.R. system. He remained in this position for 8 years & then became connected with the Buffalo & Erie Ry. as Assistant General Superintendent. From 1865 until 1880 he held the position of Superintendent, Western Division of the New York Central, becoming General Superintendent in 1880. He held this position for 12 years. When he resigned to become Vice-President of the New York Central Sheep-Car Co., Railroad Gazette.

Canada Southern—Kingmill, Saunders & Son, Solicitors, Toronto, give notice of application to the Dominion Parliament for an

Montreal & Northwestern.—G. H. Phillips has been appointed Secretary, Vice P. W. Govey of Montreal.

Brown & New York.—New York & Canada.—G. H. Phillips has been appointed Trunk Freight & Passenger Agent of three companies with headquarters at Ontario, vice A. W. Flack, resigned.

Stockton Falls & Northern.—A. Jackson has appointed Resident Engineer with headquarters at Spokane, Wash., succeeding Fred Roberts, Chief Engineer, resigned. As Gayne has been appointed Chief Engineer with headquarters at Spokane, following are the recently-elected & appointed officers of the Nelson & Fort Shops of the Red Mountain Ry's, the subsidiary in British Columbia:—W. H. Thompson, President; C. Shields, Vice-President; Bobbey, Sac v. & Treasurer; A. M. Auditor; C. G. Dickenson, G. F. & A. Jackson, Resident Engineer; C. H. or, Master Mechanic. Mr. Thompson office at Seattle. All the others are known.

First Stores.—J. J. McCarthy, Travelling Agent at Toronto has been appointed General Western Passenger Agent in charge, vice W. Caldwell resigned. McCarthy is succeeded at Toronto by L. Travelling Passenger Agent at Sodus Bridge, N. Y., who in turn is succeeded by Mr. McDonald, of Buffalo.

Personal Mention.
Ross Vice-President Montreal Street is arrived in Montreal from England. Hosmer, Manager C. P. R. Telegraphs, is to England, accompanied by Mrs. Rossiter.

John Ryan, the well-known contractor, is at his home in Toronto, with acute disease.

Lavell has been appointed Assistant Superintendent of Monie Power for the North Pacific Office, Sir Paul Moon,

said E. C. Harris, formerly despatch

ing, who was a lawyer having been admitted to the Nova Scotia bar in 1820. For some years he was registrar of deeds for Halifax County. In 1830 he removed to California from Halifax, with his family.

James Tillinghast died at his home in Buffalo, N. Y., Oct. 25, aged 76. He was born in Cooperstown, N.Y., & entered railway service as fireman on the Utica & Schenectady R.R., now a part of the New York Central. In a few years he became Master Mechanic & Assistant Superintendent of the Rome, Waterbury & Ogdensburg. In April, 1856, he was appointed Superintendent of Monie Power & Assistant General Superintendent of the Northern Ry. from Toronto to Collingwood, Ont., now a part of the G. P. R. system. He remained in this position for 8 years, & then became connected with the Buffalo & Erie Ry. as Assistant General Superintendent. From 1865 until 1869 he held the position of Superintendent, Western Division of the New York Central, becoming General Superintendent in 1869. He held this position for 12 years, when he resigned to become Vice-President of the New York Central Sleeping Car Co.

Lord Strathearn & Mount Royal.—Recently asked about the statement published in Canada that he was about to resign the High Commissionership, & be succeeded by Sir Richard Cartwright. He said that, of course he knew nothing of Sir Richard Cartwright's movements. He himself was quite innocent of knowledge of any intention such as alleged. It is rumored that E. D. Underwood, General Manager of the Minneapolis, St. Paul & South St. Louis, has been appointed General Manager of the Baltimore & Ohio, to succeed W. M. Green, elected Vice-President of the B. & Q. Southwestern, & that W. F. Pitch, General Manager of the Duluth, South Shore & Atlantic will succeed Mr. Underwood on the M. St. P. & St. Louis.

Mrs. Ralph, wife of E. R. Ralph, Architect on the Crow's Nest Pass Ry., died at Macleod, Alta., Oct. 23, of heart trouble. She was a daughter of S. W. McMichael, Chief Inspector of Customs, Toronto, & had only been married a few months. The body was taken to Toronto, & was accompanied by Mr. Ralph, who was so ill with typhoid that he had to be carried off the train on a stretcher to Toronto. He is progressing very favorably.

Giambattista Vanstraten, the eldest son of H. W. D. Armstrong, C. E., of the Crow's Nest Pass Ry. Engineering Staff, died in Macleod, Alta., Oct. 23, of typhoid. He had been engaged for over a year past in the engineering department of the Crow's Nest Ry., & for the last six months was with his father at Feme, R. C. MacLeod, who was laid up in Toronto in September. While on leave also with typhoid, continued west the second week in October, arriving at Macleod, October 17, found that his son had been taken there all a few days before. The child came three days later. The body was taken to Toronto & interred in St. James Cemetery.

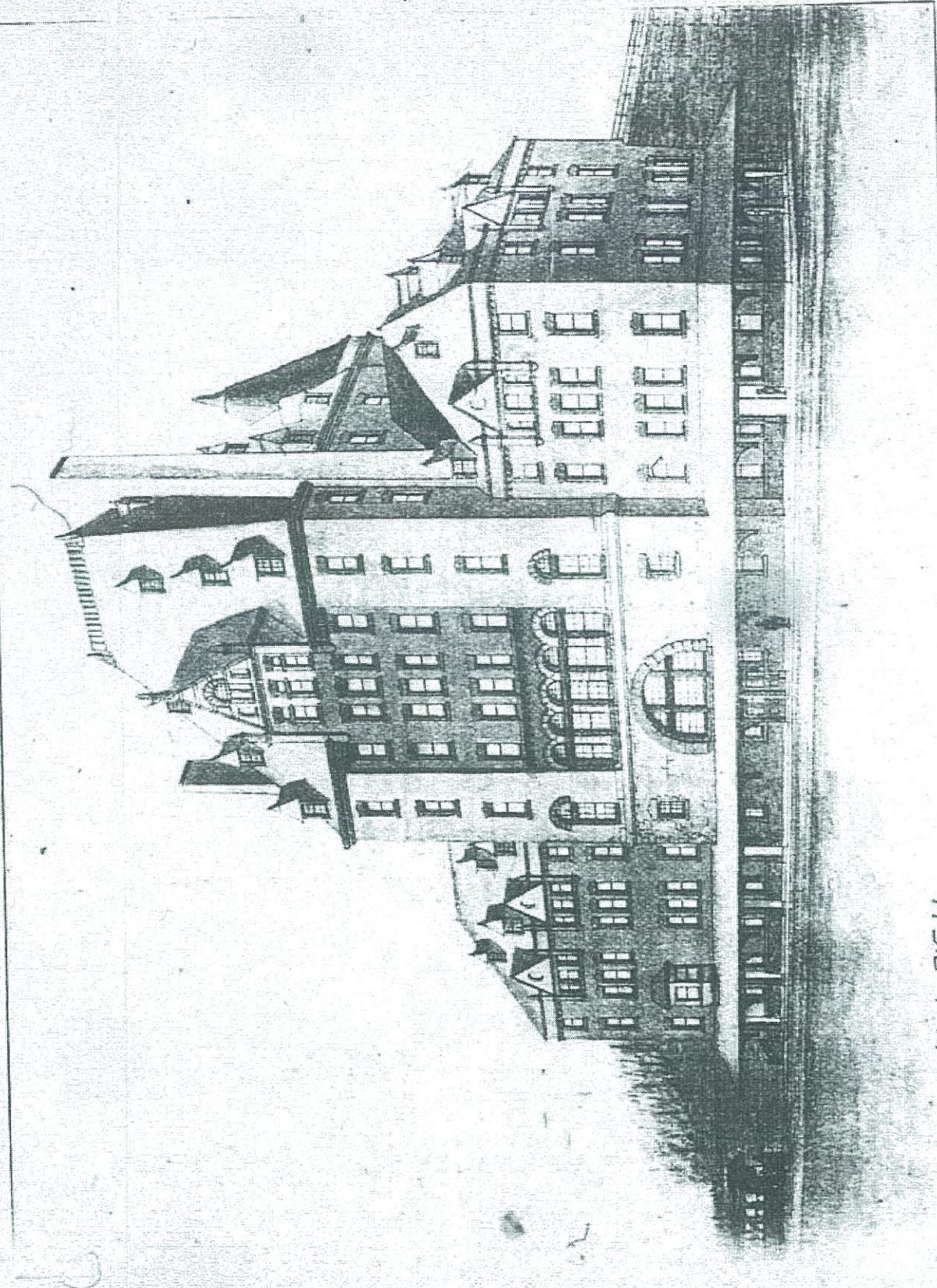
Canada Southern.—Kingwill, Saunders & Torrance, Solicitors, Toronto, give notice of application to the Dominion Parliament for an order to extend the times limited for the commencement & completion of the unconstructed lines or branches of the Canada Southern Ry. Co.

Sault Ste. Marie Ferry.—The Lake Erie & Detroit River Ry. has purchased the car ferry International from the G. T. R. & will run her between Sault Ste. Marie & Port Huron connecting in Port Huron with the Flint & Pere Marquette Ry. On the Canadian side of the river the ferry will connect with the Eric & Huron Ry. lately purchased by the L. E. & D. R. & through it with the Michigan Central at Chippewa, & with the C. P. R. & Wabash at Chatham.

Following is a literal copy of a report made by a track foreman on a Chicago road recently to Mike, was carrying A plank himself & 5 More men & he was going back word with the plank & he fell in his seat in the nail & went threw him in to 38. Foreman,

Railway and Shipping World

TRACK AND TARIFF INFORMATION, C. P. RAILWAYS' OFFICES, VICTORIA, B.C.



At the 2nd floor level the wings are unjoined, and a small private office overlooking the harbor, situated

between the two wings, has the first

RAILWAY APPOINTMENTS, &c.

Bellingham Bay & British Columbia. — J. H. Donovan, who is Vice-President & General Superintendent of the Bellingham Bay & Co., has also been appointed General Superintendent of the B. B. & B.C. R., to succeed C. L. Anderson, resigned.

Grand Trunk. — B. W. Greer, Passenger Agent at Portland, Ore., has been appointed Freight & Passenger Agent at Victoria, B.C., succeeding G. L. Courtney, appointed General Freight & Passenger Agent of the Esquimalt & Nanaimo Ry.

Grand Trunk. — General Superintendent Michigan issued the following circular September 1. F. C. Kenny having resigned, the office of Brannister is abolished. A. S. Berg is appointed Superintendent St. Clair Tunnel & Tunnels embracing Port Huron Tunnel & City & Fort Gratiot yards in Michigan, also Seneca Tunnel & City & Point Edward yards in Ontario. He will also assume the duties as Agent at Port Huron Tunnel, at present performed by Mr. Kenny, Office Port Huron Tunnel station. His orders will be obeyed accordingly. Effective Oct. 1.

Summer Hopkins, Manager Grand Trunk Express, announces that J. P. Faurot has been appointed Travelling Agent of the same, with headquarters at Brush St. Depot, Detroit, Mich., vice V. A. Cooper resigned. Effective appointment effective Oct. 1.

General Superintendent. — F. L. Corwin, Detroit, announces that C. H. Bevington is appointed Chief Train Despatcher of 27th, 28th, 29th Districts & C. S. & M. portion of 35th District, vice V. A. Cooper resigned. Effective

Oct. 1. Mr. Haigh came to Montreal from Buffalo as Freight Claim Agent. Mr. Rose was Accountant of the Reading Division at Detroit.

Intercolonial. — Wm. Robinson, Division Freight Agent at St. John, N.B., has been transferred to Toronto as General Travelling Agent in place of N. Weatherstone, who will retire. Mr. Weatherstone has been in employ of the Government railways for many years & much sympathy is expressed among railway men, it being felt that

PERSONAL MENTION OF RAILWAY MEN.

A TRIBUTE TO SIR WM. VAN HORNE.

J. H. Burgess has been appointed Acting city passenger & ticket agent of the G. T.R. at Chicago, vice L. R. Morrow.

F. S. Brown, M.C.R. Yard Master at Monroeville, has been appointed Trainmaster with headquarters at St. Thomas, Ont.

F. C. McLeod, foreman in the G. T. R. erecting shop at Toronto, will be located in London, where he will be associated with Locomotive Foreman Maier.

Lady Paunceforte & Miss Paunceforte, wife & daughter of the British Ambassador at Washington, were the guests of Sir Wm. & Lady Van Horne in Ottawa recently.

J. S. Glassford, of Brockville, general agent & yard master at Brockville for the past 2 years, has been given a position under G. T.R. Superintendent Cotter at Detroit.

Mrs. T. G. Shaughnessy & Miss Alice Shaughnessy, of Montreal, were passengers on the Parisian for Liverpool the first week in Oct. Miss Shaughnessy goes to complete her education in England & on the Continent.

On Oct. 8, on the eve of his marriage to Miss M. Marshall, J. J. Rose, Travelling Passenger Agent of the C.P.R. at Toronto, was presented with a cabinet of silverware by the town & outside agents of the Co. in Western Ontario.

P. P. Macdonald, recently promoted from the Assistant Superintendence of the C. S. division of the M.C.R. to the Superintendence of the Middle Division, has removed with his family from St. Thomas, Ont., to Jackson, Mich.

R. H. Cushing, C. E., has been appointed temporarily assistant engineer on the I.C.R. It is said he will look after the terminal work at St. John, N. B. He was employed as Assistant Engineer on the I. C. R. some 10 years ago.

Wm. Kingsford, C.E., who died recently at Ottawa, aged 79, was connected with the building of the Lachine Canal, the Hudson River Ry. & the Victoria Bridge at Montreal.

He was also a historian, having written the History of Canada up to the Union of the Upper & Lower Provinces in 1841.

The Winnipeg Tribune of Oct. 4 had the following in regard to Sir Wm. Van Horne, the distinguished head of the C.P.R. is once more in the city on his annual tour of inspection over the Co.'s property. Whatever differences of opinion may exist as to the policy pursued by the Co. there is but one opinion with regard to the singular ability with which the great railway is managed, & the feeling of our people towards the President, & indeed towards all the chief officials, who are men of marked ability, is one of kindness, & respect. That feeling, we believe, is to a large extent emphasized towards the President himself. In administering the affairs of the C.P.R., Sir William has in no way departed from the general ethical standards that prevail in the financial world.

"Sir William is something more than a railway man : he is a patron of & a connoisseur in art. Indeed, he is no mean artist himself, as all who have either examined his pictures or spent an hour in his studio recognize. It is a pleasant sight to see the man whose capacious mind has been deeply engrossed all day in the consideration of railway matters, spending his evenings in his studio, busy with his brush, producing excellent works of art, which he takes pleasure in distributing amongst his most intimate friends. His fine home in Montreal is a veritable art treasure house, Sir William having surrounded himself with many of the beautiful things of the earth. He has one of the most valuable collections of Japanese pottery that is to be found on the continent. Many of the specimens are very rare & of great value. Many an evening has Sir William spent painting a catalogue of his collection, reproducing on paper the rich, rare & varied tints of the pottery itself. Sir William is a many-sided man, being thoroughly posted on the various questions of the deepest material concern to the public, & being an excellent & voluminous talker, an evening spent in his company is profitable & enjoyable. Personally there are few more amiable & enjoyable companions than Sir William. The public see the brusque, business side of the man, but those who enjoy social intercourse with him, recognize & appreciate his amiable, social, liberal & charitable qualities.

THE RAILWAY AND SHIPPING WORLD.

bus crop export of \$100,000,000, fifteen to 5 Duluth & Sag-Fort, Manitoba & until from Ontario & partly from Duluth distance is sub-a & was ay's first

Thunder Bay, Nepigon & St. Joseph.— Some Port Arthur citizens have decided to apply for a charter for a railway from there via Lakes Nepigon & Joseph to James Bay.

RAILWAY APPOINTMENTS, &c.

Canadian Pacific.—A recent telegram from Portage la Prairie, Man., stated that F. L. Newman had been appointed Superintendent of the Crow's Nest Pass Ry. Enquiry at the Manager's office at Winnipeg elicited the information that nothing was known there about the appointment. The line is about to be transferred to the operating department of the Western Division.

T. H. Underwood, formerly of the C.P.R. & latterly Chief Clerk in the general traffic office of the Government Ry. System in Montreal, has gone to England to act as Travelling Freight Agent for the C.P.R. He will be attached to the staff of European Traffic Agent Baker.

Grand Trunk.—Superintendent Fitzhugh, of the Middle Division, announced the following appointments as effective Nov. 1: H. E. Whittenberger, Trainmaster, 16th (Toronto to Hamilton), 17th, 18th, 19th, 20th (Harrisburg to Tilsonburg Jct.) districts, vice C. S. Cunningham, transferred; office at London, Ont. W. E. Costello, Trainmaster, 15th, 16th (Port Dover to Hamilton), 20th (Buffalo to Goderich) 21st districts; office at Stratford, Ont.

Mr. Cunningham has been transferred to a similar position at Island Pond, Vt. Mr. Whittenberger has recently been Trainmaster at Stratford, Ont. Mr. Costello comes from the Columbus, Hocking Valley & Toledo Ry., where he was Trainmaster of the Toledo Division.

General Roadmaster Chear announces the appointment of T. H. Horne, formerly Foreman at Peterboro', as Roadmaster, Districts 11 & 12, North Parkdale, to South switch, Gravenhurst, & District 9, East switch, Athelstey Jct., to Midland, including Medonte Branch, with office at Allendale, Ont., in place of C. Wyatt, transferred to Richmond, Que., as Roadmaster of District 2, in place of T. Stack, resigned.

J. McGrath, Foreman of the erecting shops at Stratford, Ont., has been appointed Master Mechanic there in place of J. D. Barnett, resigned. Mr. Barnett was in the service for many years, having previously been in charge of the Midland shops at Port Hope. Mr. McGrath is succeeded as Erecting Shop Foreman by J. Markey, of the fitting department.

E. D. Jameson, heretofore Assistant Master Mechanic at Chicago, has been appointed Assistant Master Mechanic of the Western Division, with office at Battle Creek, Mich., being succeeded at Chicago by W. A. Hall.

J. A. Miller, heretofore Travelling Agent, has been appointed General Agent at Seattle, Wash.

J. L. Gogerty, of Portland, Me., has been appointed Yardmaster at Point St. Charles, Montreal, replacing A. Tarling, who has been transferred to Portland.

Intercolonial.—In our last issue, pg. 504, we published a circular issued by General Manager Pottinger, Oct. 14, announcing the appointment of J. E. Price, Superintendent at Truro, as General Superintendent at Moncton; the transfer of Superintendent Railton from Campbelltown to Truro, & the appointment of G. M. Jarvis, Chief Despatcher at Moncton, as Superintendent at Campbelltown. This circular was cancelled by another bearing the same date & reading as follows: "J. E. Price has been appointed General Superintendent, with headquarters at Moncton, N.B. The superintendents of districts, the Superintendent of the Parlor, Sleeping & Dining Cars, & the Car Accountant will report to & receive their instructions from him. G. M. Jarvis has been appointed Superintendent of the Halifax & St. John District in the room of Mr. Price." It will thus be seen that Mr. Railton has been left in his old position at Campbellton & that Mr. Jarvis has gone to Moncton instead.

As foreshadowed in our last issue, Mr. Jarvis has been succeeded as Chief Despatcher by H. B. Fleming.

The Railroad Gazette, New York, announces that "J. J. Wallace, heretofore Superintendent of the Halifax & St. John District of the Intercolonial, has been appointed General Freight Agent." Mr. Wallace has been General Freight Agent of the Intercolonial since Nov., 1892; so he can hardly be described as "heretofore Superintendent of the Halifax & St. John District."

W. Williams, Secretary to Supt. R. C. at Campbellton, has been promoted Despatcher in the place of L. S. Brown, removed.

RAILWAY APPOINTMENTS, &c.

Canadian Pacific.—The General Superintendency of the Western Division, with headquarters at Winnipeg, which has been vacant since the promotion of W. Whyte to the management of the lines west of Fort William, about a year ago, will shortly be filled by the appointment of Jas. Oborne, at present Assistant to the Vice-president at Montreal. Mr. Oborne will leave for Winnipeg, Feb. 7, to remain 3 or 4 weeks on the Western Division & will assume his new duties shortly afterwards. He entered the railway service in 1874, the following being his record:—Oct. '74 to July, '83, in Mechanical Department, G.T.R.; July, '83, to July, '86, in Mechanical Department, C.P.R.; July, '86, to Sept., '87, Chief Clerk, Vice-President's office, C.P.R.; Sept., '87, to Oct., '90, Car Accountant, C.P.R.; Oct., '90, to June, '92, Superintendent Car Service, C.P.R.; June, '92, to April, '96, Superintendent Car & Fuel Service, C.P.R.; April, '96, to date, Assistant to Vice-President, C.P.R. In April, '95, he was elected President of the International Association of Car Accountants.

R. Corbett, who was stationed at Wrangell, Alaska, in the C.P.R. ticket office, last season, has been appointed to the Co's Vancouver ticket office.

H. Carter, recently C.P.R. Yukon agent, has returned to his old position on the Soo line.

J. Cardell, Locomotive Foreman & Trainmaster at Canmore, Alta., has been appointed Master Mechanic of the Crow's Nest Pass branch.

J. Coughlin, track foreman, has been Acting Roadmaster at Schrieber, Ont., since the death of T. Newman.

Grand Trunk.—The heavy steamship traffic requiring the constant attention of the Train Master at Portland, Me., & on the lines east of Richmond, Que., C. S. Cunningham has been relieved of the portion of the 2nd district, west of Richmond, & the jurisdiction of R. P. Dalton has been extended to Richmond.

Chas. Clarke, heretofore New York State Freight Agent, has been appointed Division Freight Agent in charge of freight traffic in connection with the following lines, with headquarters at Detroit, Mich.: Detroit, Grand Haven & Milwaukee Ry. (including the across lake traffic via Grand Haven); Toledo, Saginaw & Muskegon Ry.; Michigan Air Line Ry.; Chicago, Detroit & Canada Grand Trunk Jet. Ry. Agents at stations on the above lines will report to and receive instructions from Mr. Clarke. Agents at stations on the Chicago & Grand Trunk Ry.; Cincinnati, Saginaw & Mackinaw R.R. & Grand Trunk Junction Ry. will report as heretofore. Short & over reports at stations west of the Detroit & St. Clair Rivers are to be sent to E. Arnold, East Freight Agent, Battle Creek, Mich.

W. J. Hunter, heretofore General Travelling Freight Agent, has been appointed New York State Agent, with headquarters at 285 Main Street, Buffalo, N.Y. C. Clancy, assigned to

death of T. Newman.

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W. J. Hunter, heretofore General Travelling Freight Agent, has been appointed New York State Agent, with headquarters at 285 Main Street, Buffalo, vice C. Clarke, assigned to other duties, as above stated.

A. R. McIntyre having resigned, on account of ill health, the position of Assistant Superintendent of the Western Division has been abolished. A. H. Lander has been appointed Master of Transportation for the Western Division. He will have charge of the distribution of all passenger & freight equipment on the division & will make requisitions for equipment from connecting lines. G. T. equipment must not be delivered empty to connecting lines without his authority. Office at Port Huron, Mich. Local agents will send daily car reports to their trainmasters, & place orders with him for all cars required at their stations.

The office of Assistant Trainmaster, 1st District, is abolished. A. H. Lander having been assigned other duties, J. Munday has been appointed Chief Train Despatcher, Montreal Terminal, 4th & 5th Districts, & 2nd

THE RAILWAY AND SHIPPING WORLD.

[JANUARY, 1881.]

District west of Richmond.—Office: Bonaventure Station, Montreal. Master Mechanic R. Patterson, heretofore Master Mechanic at Battle Creek, Mich., has been appointed Master Mechanic at Stamford, Ont., succeeding J. D. Bernier, resigned. J. E. McMillen, Master Mechanic of the Walsh at St. Thomas, Ont., succeeds Mr. Patterson at Battle Creek.

A. W. Davis has been appointed locomotive Foreman of the G.T.R. & Wabash shops at St. Thomas, Ont., to succeed J. Amritage, transferred to Palmerston.

Minneapolis, St. Paul & Sault Ste. Marie.

E. D. Underwood, General Manager of the C.P.R.'s subsidiary line, has been appointed General Manager of the Baltimore & Ohio, which comprises 350 miles of line. It is said his salary is \$25,000 a year. There's no doubt he was selected by J. J. Hill, of the Great Northern, who has had ample opportunity of judging of his capability. Mr. Underwood was born in 1850 in Milwaukee, & at the age of 18 took a position as clerk on the Chicago, Milwaukee & St. Paul. He became successively baggageman, foreman of elevators, conductor & division superintendent on that line. In 1888 he was appointed General Manager of the Minneapolis & Pacific Ry., & later of the Soo line. His headquarters will be in Baltimore.

In accepting Mr. Underwood's resignation the M., St. P. & S. M. directors passed the following resolution: "This Co. parts with Mr. Underwood with great reluctance. His services with the Co. began in its infancy, & he has done it with 1,200 miles of well constructed & thoroughly equipped railway, in successful operation, & with all promises for results on the business interests of the twin cities & the northwest practically fulfilled, & chiefly through the energy, ability & wisdom of his management. His generous nature, kind heart & keen sense of justice have so endeared him to everyone connected with the Co.'s service that, from the President & governing board to the humblest employee, his going

will be felt as a personal loss. On behalf of all who serve the Co., in whatever capacity, we heartily congratulate Mr. Underwood on the well-merited recognition of his abilities in his new field of operation. We feel sure that the same measure of success will reward his earnest devotion to duty in the future, as in the past."

Edmund Pennington, General Superintendent of the M., St. P. & S. Ste. M., has been promoted to the General Managership to succeed Mr. Underwood. Mr. Pennington was born at La Salle, Ill., in 1848. He entered the service of the Chicago, Milwaukee & St. Paul Ry. in 1860, serving consecutively as warden, brakeman, conductor, roadmaster, Superintendent of Construction, General Roadmaster & Assistant Superintendent. In 1888 he resigned to accept the General Superintendency of the Soo line. It is said the position of General Superintendent will be abolished.

Ottawa & New York.—Arthur Rushton has been appointed Commercial Agent of this Co. also of the New York & Ottawa Ry. Office 432 Board of Trade Building, Montreal.

Personal Mention.

The late F. S. Rathbun, of Deseronto, Ont., left an estate valued at \$80,000.

Lord Moonstephan has been entertaining the Duke & Duchess of York at Bicker Hall, Hants, Eng.

Mrs. James, wife of the C.P.R. Superintendent at Winnipeg, is recovering from a serious & prolonged illness.

R. G. Tallow, of Vancouver, who represents the Cariboo & Omineca Chartered Co. in Canada, is visiting England.

W. W. Cory has been appointed Chief Clerk & Accountant of the Manitoba Railway Commissioner's Department.

F. G. Kenny, formerly G.T.R. Trainmaster at Port Huron, Mich., is now with the Canadian Central at Stevens Point, Wis.

We'll have a fuller service than can be given is evidently the determination of Sir William Van Horne.—Toronto, Mich.

A. Bryan has been appointed Associate Superintendent of the Bellingham Bay & British Columbia, with headquarters at Victoria, Wash.

Purchasing Agent Wilson, of the White Pass & Yukon, had his leg broken by a horse Skagway, by his horse, which he was riding along the dock, falling.

General Manager Hayes, of the G.T.R., has been presented with an illuminated address by the Brotherhood ofLocapactive Engineers in acknowledgment of courtesies received.

C. O. Piggins has been appointed General Agent of the White Pass & Yukon at Skagway, Alaska, succeeded H. M. McCaffrey, General Freight & Passenger Agent, who resigned.

Hiram Walker, of Walkerville, Ont., the millionaire distiller, who died in Detroit, Mich., Jan. 12, was formerly largely interested in the Lake Erie & Detroit River Ry., now controlled by his sons.

Lord Strathcona has ordered a fine organ for St. Paul's Church, Montreal. Lady Strathcona & her daughter, Hon. Mrs. Howard, have given \$10,000 to the Medical Faculty of McGill University, Montreal.

M. C. Croyle, Trainmaster of the Michigan Central at Jackson, Mich., has been appointed Superintendent of the Saginaw & Mackinaw divisions, with headquarters at Roscommon City, Mich., to succeed W. J. Martin, deceased.

R. F. Whitley, formerly round house foreman of the Illinois Central at Clinton, Ill., has been appointed master mechanic of the newly established St. Thomas, Ont., to succeed J. H. Hatch at St. Thomas, Ont., to succeed J. H.

Mr. H., who has gone to the G.T.R., at Grand Rapids, Mich.

Sir Jubb, General Superintendent's Assistant, Ontario & Quebec Division, C.P.R., Toronto, Jan. 18, of pleurisy, after a short illness. He was 39 years of age & had been in the service about 15 years. The office has been abolished.

Charles & Lady Rivers Wilson leave London, Eng., at the end of March on an excursion through California. The charming couple, in Pont street, which Sir Charles owned three years ago from Mrs. Langton, will be let during their absence.

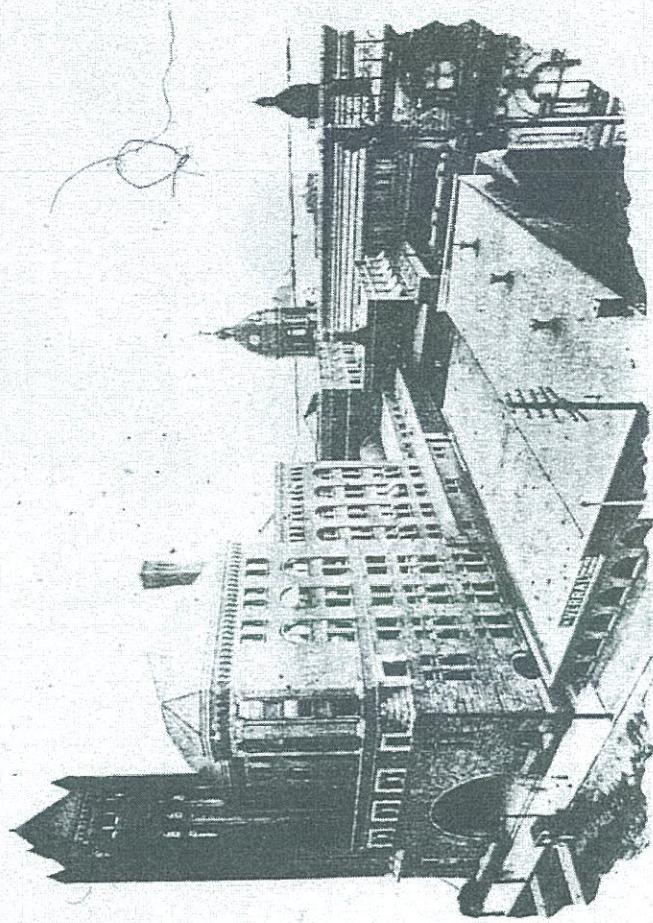
J. Badgson, heretofore G.T.R. Signal Officer, sailed from Canada Jan. 8, to take charge of the British & U.S. flags, flanked on either side by a handsome passenger train, & on either by an ocean steamer, Mr. Reeves' bark being appended in face-simile.

Miss Mostyn, sister of Lady Rivers Wilson, married recently in St. Peter's, Eaton Square, London, Eng., to John Home, younger son of Sir George Home Spiers, ninth baronet, & brother of the present baronet of Blackadder, Scotland. Sir Rivers Wilson was present.

R. Hosmer, Manager C.P.R., Telegraphs, & Mrs. Hosmer, who returned to the last month owing to the serious illness of their daughter, Olive, who they had left at a school are now in the south of France, where she is improving very satisfactorily. Miss will probably return to Canada in February.

Donald H. Young, ticket clerk of the Northern at the general office, has been appointed Traveling Passenger Agent, with headquarters at Seattle, Wash., to succeed Mr. Verkes, who becomes General Agent at Seattle in place of H. C. McMicken, formerly manager, who has gone into the service of Alaska Transportation company.

A. Lavery, who has been railway construction Superintendent of B.C. for several years, was recently killed on the Roblin Railway, on which he had a subcontract. A large pile of timber, one of the guy ropes of the derrick broke, & the mast of the derrick came down, pinning him to the ground, killing him so that he died 20 minutes later.



THE UNION STATION, TORONTO.

The Toronto Union Station.

Mr. Bruce served chosen President in 1887. Mr. Bruce served a term of six years as U.S. senator from Ohio, General Manager Hays of the G.T.R., & Mrs. Hays will leave at the end of this month on a visit to Europe. On reaching Liverpool they will proceed to London direct, but their stay there will only be short, for it is their intention to make a cruise through the Mediterranean, & a tour through southern Europe, after the annual meeting of the Co., which will take place towards the end of March, when he will have an encouraging statement to present with regard to the progress of the Co. He will be absent from Montreal about two months.

Mr. Hayes will stay there, Mr. Hayes will have conversations with the President & Vice-President of the G.T.R., & expects to be present at the annual meeting of the Co., which will take place towards the end of March, when he will have an encouraging statement to present with regard to the progress of the Co. He will be absent from Montreal about two months.

Death of General Manager Campbell.

W. R. Campbell, General Manager of the Dominion Atlantic Ry., died in London, Eng., Feb. 8, after a brief illness. He was in the prime of life. When he visited Nova Scotia last summer he was in the best of health, a

The illustration on this page shows the north & east sides of this building, & the extensions towards the lake, with a portion of the north train shed. Most of the views hitherto published have shown the north & west sides. We do not publish this illustration with any idea that it may serve as a model, for the general consensus of opinion is that the Toronto Union is one of the most inconvenient stations in America, especially to find a place to board a train.

C. H. McLeod, Superintendent of Time Service, has issued the following circular on & advice Feb. 1, the present method of sending time over the wires of the System will be discontinued & the time will be sent directly from Martell's Garage Observatory, Montreal, or from the Standard Clock in the Co.'s office, Union Station, Toronto, as follows, in Eastern Standard time:

At 10:38 min. o' clock, an dashes (make a short dash) to connect at each second.

member of the present session.

Sir Rivers Wilson was present.
C. R. Hosmer, Manager C.P.R., Taled-
sby, & Mrs. Hosmer, who returned to
their last month owing to the serious illness
of their daughter, Olive, who they had left
at school are now in the south of France,
where she is improving very satisfactorily.
They will probably return to Canada in Febru-

ary. H. Young, ticket clerk of the
Northern at the general office, has been
selected Travelling Passenger Agent, with
quarters at Seattle, Wash., to succeed
Worke, who becomes General Agent at
the in place of H. C. McMicken, formerly
of Annapolis, who has gone into the service of
Alaska transportation company.

McLeary, who has been railway construct-
or to the Kootenay district of B.C. for sev-
eral years, was recently killed on the Rob-
ertson, on which he had a sub-contract.
In superintending the lowering of a large
tree into place, one of the guy ropes of the
tree broke, & the mast of the derrick
came down, pinning him to the ground, in-
juring him so that he died 20 minutes later.

Major Chiroud, who is in command of the
new construction battalion in Egypt, is a
son of Judge Garneau, of the Supreme Court
of Quebec. The Major was educated at the
Military College, Kingston. He served
years on the survey & construction staff
C.P.R., then was given a frequenting
of Royal Engineers, & made traffic man-
ager of the Royal Arched Railways, Wood-
ward. In 1870 he joined the force under Lord

Amherst.

Alvin S. Brice, President of the Lake Erie
Western, Cleveland, Akron & Columbus &
Cincinnati Northern Ry., 1st Vice-President
of the Duluth South Shore & Atlantic, & Pres-
ident of the South St. Marie Bridge Co.,
New York Decr. 45, of pneumonia
was born at Donmack, Ohio in 1845. N
in his railway career in 1873 as general
agent of the Lake Erie & Louisville, which
subsequently sold & reorganized as the
Lake Erie & Western. He was receiver of
the heavy load of responsibility of the dis-
posal during the receivership, & after the
reorganization was from 1877 to 1880 General
Manager of the Lake Erie & Western, being

chosen President in 1887. Mr. Brice served
a term of six years as U.S. senator from Ohio.
General Manager Hayes, of the G.T.R., &
Mrs. Hayes will leave at the end of this month
on a visit to Europe. On reaching Liverpool
they will proceed to London direct, but their
stay there will only be short, for it is their in-
tention to make a cruise through the Mediterranean,
& a tour through southern Europe,
after which they will return to London & make
a longer stay there. Mr. Hays will have con-
sultations with the President & Vice-Presi-
dent of the G.T.R., & expects to be present
at the annual meeting of the Co., which will
take place towards the end of March, when he
will have an encouraging statement to present
with regard to the progress of the Co. He will
be absent from Montreal about two months.

Death of General Manager Campbell.

W. R. Campbell, General Manager of the
Dominion Atlantic Ry., died in London, Eng-
land, S., after a brief illness. He was in the
peak of life. When he visited Nova Scotia
last summer he was in the best of health, a
perfect picture of robust manhood. When
Peter Jones resigned the management of the
road he was succeeded by Mr. King, who
acted as resident manager for a short time
by Mr. Campbell. The
S. was succeeded by Mr. Campbell.
Mr. Campbell's faith in Nova Scotia was
boundless, & his enterprise & energy, backed
up by that faith, have found expression in the
total modernization of the railway in all its
departments, & he did a good work not only
for his railway but for the Province. One of
the characteristics of the man was his interest
in the enterprises of the Co. By the jolliest
year he took advantage of the general recess-
ing to complimentize the good will which existed
between the management & the employees by
entertaining them at an elaborate dinner at
Kensville. The 150 that sat down to dinner
that night will remember the occasion well, &
the hearty good will that existed then be-
tween Mr. Campbell & the staff, & how far

always remained. His influence,

The Toronto Union Station.

The illustration on this page shows the
north & east sides of this building, & the ex-
tensions towards the lake, with a portion of
the north train shed. Most of the views heretofore published have shown the north & west
sides. We do not publish this illustration
with any idea that it may serve as a model,
for the general consensus of opinion is that
the Toronto Union is one of the most incon-
venient stations in America, expensive to run
& unsatisfactory in very many other respects.

Time Service on the Grand Trunk.

C. H. MacLeod, Superintendent of Time
Service, has issued the following circular: On
& after Feb. 1, the present method of sending
time over the wires of the System will be dis-
continued & the time will be sent directly from
McGill College Observatory, Montreal, or
from the Standard Clock in the Co.'s office,
Union Station, Toronto, as follows, in Eastern
Standard time:

At 1 hr. 58 min. 0 sec. a.m. dashes (make
one break) begin & are sent at each even second
up to including 1 hr. 58 min. 50 sec.

to 1 hr. 58 min. 50 sec. to 1 hr. 59 min. 0
sec., no signals.

At 1 hr. 59 min. 0 sec., dots (make or break)
begin & are sent at every second up to & in-
cluding 1 hr. 59 min. 50 sec.

to 1 hr. 59 min. 50 sec., no signals.

At 1 hr. 59 min. 0 sec., one dash (make or
break) & circuit closed.

These signals are to be repeated automatically
by means of special repeating standards
which have been placed at the necessary
points. Operators at these points will see
that the repeating instruments are kept in
good order & adjustment, & that they are
thrown into circuit not later than to 1 hr. 57
min. 50 sec. a.m. each day & out of circuit
promptly on the receipt of last signal. Any
imperfection in adjustment to be corrected
immediately the signals begin.

When circuit has closed at 1 hr. 59 min. 0 sec.

station will acknowledge the receipt of time

by "OK," to the chief dispatcher of the dis-

tinct, who will then operate switch in that

Personal Mention.

Traffic Manager Reeve, of the Forest has had a severe attack of la grippe. He has been appointed Assistant President of the Spokane Falls & Northern.

Commissioner Hamilton, of the C. P. Ry., Hamilton, have gone to Europe on a long trip.

President Shaughnessy, of the C.P.R., is on a trip to Europe, expecting to return about a month.

Croves has been appointed District Passenger Agent of the Great Northern Ry. (U.S.A.) at Toronto. Middleton, of Brantford Railway fame, has been put in the dungeon at Kingston for mutinous conduct.

Wendelink, the well-known railway conductor, who resides at Hamilton, Ont., is seriously ill at the Manhattan Club, New York.

During Lady Laurier's recent visit to Montreal, Mrs. Jas. Ross & Mrs. Jas. Mann.

May Belle, youngest daughter of President J. K. Booth, of the Canada Atlantic, died Jan. 23, aged 23, of lung trouble, after a short and years illness.

J. L. Haanford, General Traffic Manager for the Northern Pacific, has been appointed Vice-President, & will continue in charge of its heretofore.

E. L. McClure, an engineer on the Wabash, has been appointed Road Foreman of engines for the western division of that road from Detroit, Mich., to Buffalo, N.Y.

F. Gault, President of the Alberta Ry. & Co., of Lethbridge, is staying with his son, Mr. Lyle Galt, in Montreal. He has been in poor health for some time past, and Mount Stephen is seeking to rent the house he has to leave the service. For your constant

ford. He was one of the first conductors to run a passenger train between Toronto & Detroit when the line was opened in 1859. He retired from the Co.'s service about 15 years ago.

J. W. Kendrick, General Manager of the Northern Pacific, has been appointed 2nd Vice-President, & will continue in charge of the duties herebefore performed by him. He has been connected with the N. P. for 25 years, & has been General Manager since 1893, previous to which date he was for 5 years Chief Engineer.

E. G. McMicken, heretofore General Agent of the Great Northern Ry. at Seattle, has been appointed General Freight & Passenger Agent of the North American Trading & Transportation Co., with headquarters at Seattle, Wash., in place of F. P. Seirle, General Freight Agent, & M. J. Bissel, General Passenger Agent, resigned.

S. Barker, of Hamilton, Ont., has been elected President of the St. Louis, Kansas & Southwestern Ry., & J. N. Young, formerly of the T.H. & B. Ry., Vice-President & Manager. The railway is 60 miles long, & was recently bought by Mr. Barker for \$150,000, he representing the Canadian holders of bonds to the value of \$800,000.

A contemporary says: Alex. Gibson, "King of the Nashwaik," is one of the largest commercial operators in Canada. He was born in St. Andrews N.B., in 1819, a poor boy, & now he owns hundreds of square miles of valuable timber lands in the Nashwaik, & employs 1,000 men & 1,200 horses in the lumber trade alone. In the town of Marysville, N.B., all the citizens are in his employ. He controls the Canada Eastern Ry.

In retiring from the General Managership of the Soo line to take a similar position with the Baltimore & Ohio, F. D. Underwood issued a letter to all the employees, in which he said: "After having been a co-laborer with you for a period of more than 12 years, I am about to leave the service. For your constant

patch said C. W. Spencer, General Superintendent of the Eastern Division of the C.P.R., was to succeed Mr. Chamberlin on the Canada Atlantic. Mr. Chamberlin's denial, above referred to, disposes of this rumor also.

The Late W. R. Campbell.

There was interred in Highgate Cemetery, London, Eng., Jan. 10, W. R. Campbell, General Manager of the Dominion Atlantic Ry., who died Jan. 8, at the early age of 49. He was one of the brilliant, clever young men educated by the North British Ry., over 30 years ago, when it was not the system of that band of young men included to-day. That band of young men included the Hon. D. Hunter, General Manager of the South African Government Rys., & his brother, J. Hunter, Assistant General Manager of the same property; J. Thallon, Manager of the Queensland Government Rys., & now a Commissioner of Railways in Australia; more notable still, Dr. McNicholl, Passenger Traffic Superintendent of the vast C.P.R. system; & lastly, W. R. Campbell, who, from being secretary of a small line in the fruit-growing districts of Nova Scotia, became General Manager of the well-known Dominion Atlantic & the Maritime Provinces of the Dominion together by a Pullman car service, & the fastest twin-screw passenger fleet in the whole of North America. W. R. Campbell was born in Edinburgh Sep. 25, 1849. He was educated in Edinburgh, went through his apprenticeship in the North British Ry., joined the Brecon & Merthyr Ry., & then at the early age of 21, took up what proved to be his life work in connection with the Dominion Atlantic Ry. & its kindred institutions, with which he was connected for 28 years. A man of exquisite taste, a passionate lover of music, a railway lawyer who won one of the most difficult cases ever presented to the Privy Council, he was the esteemed friend of many Canadian & U.S. statesmen, & was as well known in London as in Canada. He was buried in a quiet corner of a friendly reci-

has been appointed Road Foreman of engines for the eastern division of that road from Detroit, Mich., to Buffalo, N.Y.

J. Gault, President of the Alberta Ry., & Co., at Lethbridge, is staying with his son, Lady Galt, in Montreal. He has been in poor health for some time past. Mr. Mount Stephen is seeking to rent the residence of Lord Curzon, Viceroy of India, Carlton House-Terrace, which his daughter-in-law, Mr. Leiter, recently presented to him.

The widow of C. T. R. Fireman Cleary, who died in the Murray Hill disaster, has filed suit against the Co. for \$6,000, & counterclaiming to \$400. The suit was for

Kilating, formerly Toronto City Ticket Master, has been appointed for the G.T.R., to the Canadian & Passenger Agent for the Canadian Steamship Co., the Paspebiac-Milford Haven head-quarters at Toronto.

Sir William was asked about it he

replied, "There is nothing in it."

H. A. Beatty, son of H. Beatty, former Head of the Toronto School of Medicine, successfully passed the examinations for M.A.C.S. & L.R.C.P. degrees in England. Old rumor that Sir Wm. Van Horne shortly resign the presidency of the C.P.R. was current in Montreal recently.

Sir William was asked about it he

replied, "There is nothing in it."

H. A. Beatty, son of H. Beatty, former Head of the Toronto School of Medicine, successfully passed the examinations for M.A.C.S. & L.R.C.P. degrees in England.

Names of H. G. McMicken, European Queen, appear among the list of guests at the Hotel Cecil, London, Eng., received by Mrs. Cunningham, at the Hotel Cecil, London, Eng., re-

employ. He controls the Canada Eastern Ry.

In retiring from the General Managership of the Soo line to take a similar position with the Baltimore & Ohio, F. D. Underwood issued a letter to all the employees, in which he said: "After having been a co-laborer with you for a period of more than 12 years, I am about to leave the service. For your constant support & loyalty to the Co. & myself I have not words to express gratitude. For my successor, who has been with the Co. from the first, I bespeak your most cordial co-operation."

C. R. Hosmer, Manager of the C. P. R. Telegraphs, & Mrs. Hosmer have been unfortunate of late. In December, a day or two after they returned from Paris, where they left Miss Hosmer in an educational establishment, they received a cable that she had typhoid fever, & at once went back. Fortunately the attack was mild, & Miss Hosmer is now recovering, but in the middle of Jan. Mrs. T. D. Bigelow, mother of Mrs. Hosmer, died at Mr. Hosmer's Montreal residence, of influenza.

Sir C. Rivers-Wilson recently distributed the prizes at the Crystal Palace, Sydenham, Eng., to the students of the School of Engineering, & delivered an interesting address in which he dwelt on the career of his old friend, the late M. Lesseps, who, he said, had overcome obstacles in the construction of the Suez canal which had seemed insuperable to every professional engineer, by dint of obstinacy and genius which was superior to all training. He spoke also of the reconstruction of the Victoria bridge at Montreal, & hoped to see some of the Crystal Palace students at its opening next spring.

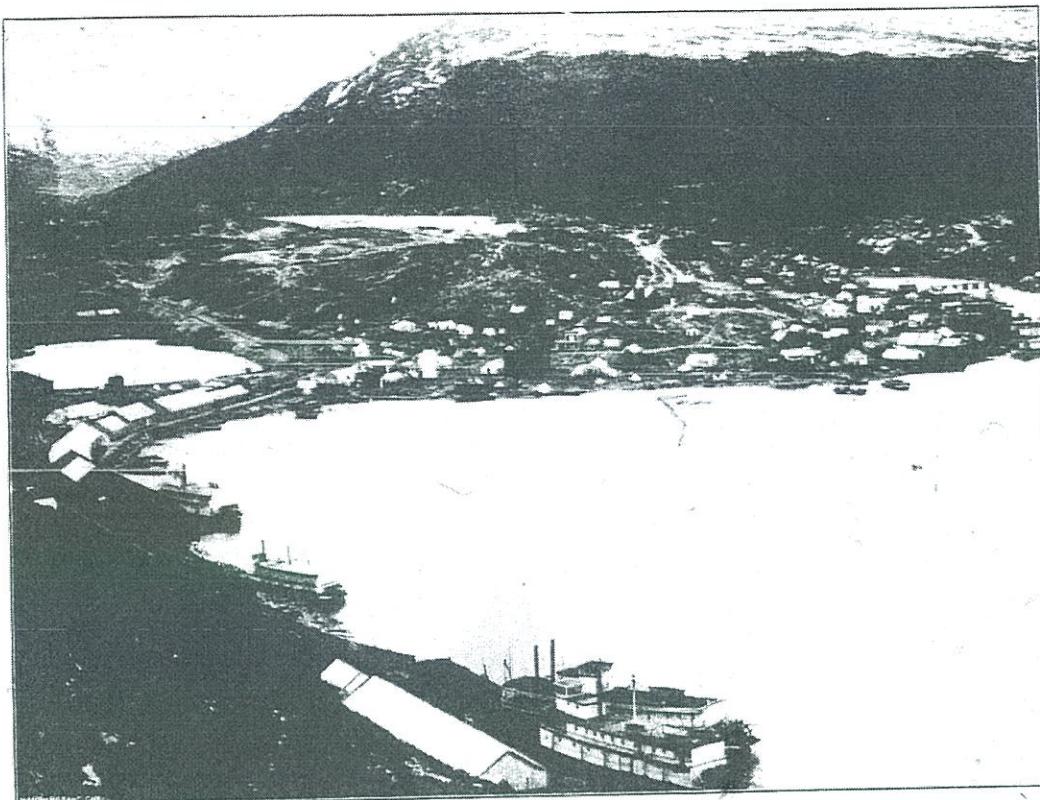
A recent despatch from Ogdenburg, N.Y., stated that E. J. Chamberlin, General Manager of the Canada Atlantic, would be appointed General Manager of the Rutland & Lake Champlain Ry. Mr. Chamberlin informs us there is no truth whatever in the report, & that so far as he is concerned the matter has not even been under discussion. A few days later a Montreal de-

union Atlantic Ry., & its kindred institutions, with which he was connected for 28 years. A man of exquisite taste, a passionate lover of music, a railway lawyer who won one of the most difficult cases ever presented to the Privy Council, he was the esteemed friend of many Canadian & U.S. statesmen, & was as well known in London as in Canada. He was in some degree the cause of a friendly reciprocity between Canada & the U.S. His originated that vast stream of tourist business which now turns like a tide every summer from the Eastern States to the Maritime Provinces, & Nova Scotia & New Brunswick owe to him much of their present development & prosperity.—Canadian Gazette.

FINANCE, MEETINGS, &c.

Atlantic & Lake Superior.—The prospectus of the Canadian Steamship Co., which is to run vessels between the Atlantic terminus of this line at Paspebiac, Que., & Milford Haven, Wales, has been issued in London, Eng. The share capital of the Co. is fixed at £1,500,000, & it is divided into 100,000 6^½ cumulative preference shares, & 50,000 ordinary shares, all of £1 each. The ordinary shares credited as fully paid, seem to be taken by the Atlantic & Lake Superior Ry. Co., as part payment of £300,000 (the balance is in cash) for "six suitable steamers." Of the preference shares it is stated 25,000 have been taken up. The interest & principal of the 75,000 preference shares left to be taken by the public are secured by the A. & L. S. Ry. Co.

The Bedington & Nelson Ry. Co. gives notice of application to Dominion Parliament for an act to declare it to be a body corporate within the jurisdiction of the Parliament of Canada, & its railway to be a work for the general advantage of Canada, also to authorize the Co. to exercise running powers over other railways, & to make such arrangements for conveying or leasing the Co.'s railway & its rights, &c., as is usually given to railway companies in their acts of incorporation.



BENNETT, B.C., ON THE WHITE PASS AND YUKON RAILWAY.

Radius of sharpest curves advised	100 ft.
Radius of sharpest curves practicable	100 ft.
Hauling capacity in tons of 2,000 lbs. (exclusive of loco. and tender)	1000
On absolute level	1000
On 1 in 10 grades, 20 ft. per mile	860
" 1 " " 52 ft. 8 in. " " " " " " "	1000
" 2 " " 103 ft. 0 in. " " " " " " "	916
" 3 " " 158 ft. 1 in. " " " " " " "	659
" 4 " " 211 ft. 10 in. " " " " " " "	379
" 5 " " 264 " " " " " " "	230
" 6 " " 316 ft. 8 in. " " " " " " "	173

RAILWAY APPOINTMENTS, ETC.

Algoma Central.—C. McCarthy has been appointed Assistant Purchasing Agent, with headquarters at Sault Ste. Marie, Ont.

Canadian Pacific.—E. A. Williams, heretofore Mechanical Superintendent of the Minneapolis, St. Paul & Sault Ste. Marie Ry., has been appointed Superintendent of Rolling Stock of the C.P.R., succeeding R. Atkinson, resigned.

No one has been appointed Assistant Auditor of Disbursements, to succeed A. A. Goodchild, recently appointed Auditor of Statistics, & it is not likely that the position will be filled for the present.

E. Tiffin having resigned as General Freight Agent of the Ontario Division, to accept the Traffic Management of the L.C.R. & P.E.L.R., the duties of the former position will, until further notice, be assumed by W. J. Underwood.

with headquarters at Winnipeg, by R. Peard, heretofore Chief Train Despatcher at Winnipeg.

E. J. Duchesnay, Superintendent at Revelstoke, has not resigned to become Superintendent of the Cuba Co., as reported in the daily papers.

H. E. Macdonnell has been appointed Acting Assistant General Freight Agent of the Kootenay & Boundary districts, comprising lines west of Fernie & south of Golden, Arrow Head & Penticton, not H. D. Macdonnell, as stated in our last issue.

J. S. Carter has been appointed District Passenger Agent of the Kootenay District, with office at Nelson, B.C., reporting to the Assistant General Passenger Agent at Vancouver. Mr. Carter has been succeeded as ticket agent at Winnipeg Station by W. M. McLeod. Mr. McLeod has been succeeded as City Ticket Agent at Winnipeg by A. E. Smith, & Mr. Smith has been succeeded as Ticket Agent at Brandon by D. B. Niblock, heretofore Ticket Clerk in Winnipeg city office.

Chicago, Milwaukee, & St. Paul.—W. J. Underwood has been appointed Assistant General Manager. C. A. Goodnow, heretofore Assistant General Superintendent at Chicago, succeeds Mr. Underwood as General Superintendent.

Delaware & Hudson.—John E. Hawkins,

Grand Trunk.—A. G. Elvin having resigned to accept service with another company, has been succeeded as Master Mechanic in charge of Montreal works by J. E. Muhlfeld, heretofore Master Mechanic of the Western Division at Fort Gratiot, Mich.

E. D. Jameson has been appointed Master Mechanic of the Western division, with headquarters at Battle Creek, having jurisdiction over all matters pertaining to this department excepting those at Fort Gratiot shops & Port Huron Tunnel pumping station.

J. McGrath has been appointed Master Mechanic in charge of Fort Gratiot shops & Port Huron & Sarnia pumping stations.

The following station agents have been installed:

—Swansea, W. F. Briggs; London East, D. M. Kennedy; Norwich, B. T., H. F. Bickford; Capae, F. H. Lord; 47th Street, J. Germany; Halsted Street, C. W. Brown; Nunica, B. Dell; Slocum, A. O. Wood; Harvard, G. L. Knight.

Interocolonial & P.E.L.R.

—E. Tiffin, heretofore General Freight Agent of the Ontario Division of the C. P.R. has been appointed Traffic Manager of the L. C. R. & P. E. L. R., with headquarters at Moncton, N.B. He will have charge of both the freight & passenger traffic departments.

Minneapolis, St. Paul, & Sault Ste. Marie.

—F. W. Curtis, heretofore Assistant Superintendent, has been appointed Superintendent of the Wisconsin & Peninsular division, with headquarters at Minneapolis, Minn., succeeding G. R. Huntington, promoted to be General Superintendent.

New York Central & Hudson River.—At a recent meeting of directors the following changes in the organization of the Co. took effect:—C. C. Clarke, on account of advancing years, resigned as Vice-President, after a valuable & extended service of over 46 years. E. V. W. Rossiter was appointed Vice-President, succeeding Mr. Clarke, & G. S. Prince was appointed Treasurer, succeeding Mr. Rossiter. E. L. Rossiter & W. A. Greer have been appointed Assistant Treasurers.

Northern Navigation Co.—The report that J. R. Promberger, Freight Agent of the C.P.R. at Fort William, had been appointed Manager of the N.N. Co., is incorrect. The appointment has been given to W. Askin, heretofore General Agent of the Co.

Rielhaven & Ontario Navigation Co.—H. Foster Chaffee has been appointed Western Passenger Agent, with headquarters in Toronto, in charge of ticket office in Toronto & with jurisdiction in passenger matters west

1-1901

Mainly About People.

G. H. Lovitt, shipowner, Varnmouth, N.S., died recently.

Twin boys arrived on Dec. 27th at the New York residence of A. J. McDougall, G. E. Agent of the Illinois Central Ry.

J. M. Lyons, General Passenger & Ticket Agent of the Intercolonial, sent his many friends an amusing New Year's card.

R. G. Reid, proprietor of the Newfoundland Railway, came to Montreal for Christmas & the first part of the new year.

Superintendent Mooney, of the Brockville, Westport & South Ste. Marie Ry., desires to retire on account of continued ill health.

Lord Mount Stephen has given £25,000 to the Provost of Aberdeen for the purpose of clearing the Aberdeen, Scotland, infirmary of debt.

L. A. Hamilton, ex-Land Commissioner of the C.P.R., at Winnipeg, has taken up his residence for the present at 120 Madison Ave., Toronto.

A contemporary perpetrates this—“The Reeve of the G.T.R. receives more pay than all the other reeves of Ontario put together. Tish! fair.”

A two-story block on Main St., Winnipeg, owned by W. R. Baker, Executive Agent of the C.P.R., was burned Jan. 6. Loss \$12,000. Insurance \$5,000.

John L. Hobson, a well-known agriculturist, who died recently at Guelph, Ont., aged 65, was a brother of Jos. Hobson, Chief Engineer of the G.T.R.

E. Tiffin has gone to Moncton, N.B., to assume his duties as Traffic Manager of the I.C.R. Mrs. & Miss Tiffin will remain in Toronto until the spring.

Frank Sargent, Chief of the Brotherhood of Locomotive Firemen, has refused the position of Chief of the U.S. Government Bureau of Engraving & Printing.

Mrs. Stiff, wife of C. Stiff, Secretary of the Hamilton Board of Trade, & formerly of the Great Western Ry., died at Hamilton Dec. 30, of apoplexy, aged 53.

Joshua Henshaw, who 10 years ago retired from the position of Paymaster of the G.T.R., after having served the Co. since 1850, died in Montreal Dec. 15, aged 72.

The engagement has been announced of Capt. Wm. Hendrie, jr., of Hamilton, son of the G.T.R. carriage contractor, & Miss Brown, daughter of Adam Brown, of Hamilton.

A marriage has been arranged between P. R. Gardner, of London, England, & Miss Ruth Scott, daughter of the General Manager of the Great Northern & Quebec & Lake St. John railways.

Capt. Sam. Anderson, who died at Deseronto, Ont., Jan. 15, was for 25 years in the employment of the Calvin Co., of Garden Island, & for 19 years with the Deseronto Navigation Co.

T. Hay, C.P.R. Superintendent, who some time since was transferred to North Bay, was recently presented with an address & \$225 in gold by the employees of the Schriener & Nepigon divisions.

W. S. Stout, Vice-President & General Manager of the Dominion Express Co., has left for England accompanied by Mrs. & Miss Louise Stout. They will probably be away for a couple of months.

Mrs. Frances Burpee, daughter of C. E. Lachler, General Freight & Passenger Manager of the International Steamship Co. at Boston, & formerly agent at St. John, N.B., died at the latter place recently.

Dr. J. W. A. Hickson, eldest son of the late Sir Jos. Hickson, General Manager of the G.T.R., has been appointed assistant to Prof. Clark Murray in the department of philosophy at McGill University, Montreal.

J. E. Hawken, on resigning from the G.T.R. recently to become Canadian Freight Agent of the Delaware & Hudson Ry. at Montreal, was presented with a gold chain & locket by a number of his railway friends.

F. E. Shannon, son of G. W. Shannon, town ticket agent of the G.T.R. & agent of the Canadian Express Co. at Valleyfield, Que., died recently, aged 20, of tuberculosis. He had been engaged in his father's office.

A. B. Stickney, President of the Chicago Great Western Ry., formerly General Superintendent of the C.P.R. at Winnipeg, was married on New Year's Day to Miss May Crosby, second daughter of Judge J. Crosby, of Dexter, Me.

Hon. L. J. Forget, President of the Richelieu & Ontario Navigation Co., & of the Montreal Street Ry., is spending the winter in Europe, accompanied by Mrs. & the Misses Forget. The engagement is announced of Miss Blanche Forget to Guy Boyer.

T. D. Beddoe & T. Hawson, of Chicago, in order to express their congratulations to G. B. Reeve on his appointment to the G.T.R. General Managership, have issued a booklet containing his portrait & reproductions of a large number of press references to him.

Hayter Reed, Manager of the C.P.R. Co.'s Chateau Frontenac Hotel, Quebec, gave a charming Christmas entertainment to the employees on the afternoon of Dec. 25. Master Gordon Reed acted as Santa Claus, & from a gaily decked Christmas tree gave each a little gift.

J. Francis Lee, who recently resigned the general agency of the Passenger Department of the C.P.R. at Chicago, to become Traffic Manager of the White Pass & Yukon was entertained at dinner in Chicago shortly before leaving for Seattle, & was presented with a beautiful loving cup.

Miss Munro, of Toronto, is seeking a divorce from R. L. Middleton, now doing a long term in Kingston Penitentiary for fake railway enterprises in Oxford County, Ont. Among other escapades he married Miss Munro. After his arrest it was discovered he already had a wife living.

R. M. Stocking, Agent of the Quebec Central Ry., at Quebec, and representative of a number of steamship lines, died there recently. He was also Vice-Consul for the U.S., & proprietor of the St. Lawrence Hall, Caenona. His business is being carried on by his son F. S. Stocking.

Lord Strathcona has purchased a second residence in London, Eng., on Grosvenor st. This makes seven residences which he possesses—two in London, one in Scotland, Knebworth & Stevenage (Hertfordshire), the Montreal residence, Silver Heights, Winnipeg, & Norway House, Pictou.

President Hays, of the Southern Pacific, has not lost interest in Canadian Railways. In a recent letter from San Francisco he says:—"I shall be glad to keep informed of railway matters in Canada, & for the purpose of doing so will be glad to have my name on THE RAILWAY & SHIPPING WORLD's subscription list."

A. A. Goodchild, who has been appointed Auditor of Statistics of the C.P.R., was born at Peckham, Eng., June 3, 1866. He came to Canada in July, 1886, and entered the service of the G.T.R. the same month. After service in the Audit & Accountant's office for 18 months, he entered the service of the C.P.R. Jan. 1, 1888, in the Comptroller's office. He was appointed Assistant Auditor of Disbursements Oct. 1, 1890.

The Duke & Duchess of York, accompanied by Prince Alexander of Teck, made a few days visit to Lord & Lady Mount Stephen, at Brockle Hall, Hatfield, Eng., in Dec. Their Royal Highnesses' visit to Brockle Hall was their second one. Lady Mount Stephen was also Miss Tufnell, a lady-in-waiting to the Duchess of York's mother, the late Princess Mary Adelaide. Brockle Hall belongs to Earl Cowper, & Lord Melbourne & Lord Palmerston both died there.

& Pacific. He severed his connection with that line in 1891 to accept a similar position with the C.P.R. at Toronto. He was subsequently transferred to St. John, N.B. Latterly he has been acting in the interests of Canadian immigration in the States of Michigan & Ohio securing settlers for the Northwest, & T. D. Shipman, formerly ticket agent of the G.T.R. at Quebec, died there Dec. 20, aged 85. He retired five years ago. His death occurred very shortly after that of his former partner, R. M. Stocking, with whom he was associated for 25 years. They were joint owners of the St. Lawrence Hall, Canada, which they practically erected, for the old cottage which they bought has disappeared. Mr. Shipman was the first ticket agent of any kind at Quebec, & also had an agency in Levis, where as well as selling tickets to immigrants he carried on a brokerage business, changing their money for them. He was the first ticket agent appointed by the G.T.R. at Quebec.

G. R. Huntington, recently promoted to be General Superintendent of the Minneapolis, St. Paul & Sault Ste. Marie at Minneapolis, Minn., was born in Sept., 1867, & entered railway service in May, 1883, as office boy in the Superintendent's office of the Southern Minnesota division of the Chicago, Milwaukee & St. Paul at La Crosse, Wis. He continued with the Co. as operator, agent & Assistant Train Despatcher until 1888, when he was made Assistant Train Despatcher of the Wisconsin Division of the Minneapolis, St. Paul & Sault Ste. Marie. He has served since then as Chief Despatcher to June, 1891, & Chief Clerk to the General Manager to Feb., 1890. In June following he was made Superintendent of the Wisconsin & Peninsula Divisions.

G. T. Bell, General Passenger & Ticket Agent of the G.T.R. system, whose portrait appears on pg. 1, was born at Montreal Sept. 7, 1861. He entered railway service in 1878, since which he has been consecutively, 1878 to Nov., 1880, Clerk Car Mileage Office, Great Western Ry.; Nov., 1880, to Nov., 1882, stenographer to General Passenger Agent & Rate Clerk same line; Nov., 1882, to 1884, chief clerk to Assistant General Passenger Agent G.T.R.; Jan. 1, 1884, to April 25, 1892, chief clerk to General Passenger Agent; April 25, 1892, to April, 1896, Assistant General Passenger Agent at Montreal; April, 1896, to Aug., 1899, Assistant General Passenger & Ticket Agent at Montreal; Aug., 1899, to May, 1900, First Assistant General Passenger and Ticket Agent at Chicago; May, 1900,

successively, from Aug., 1877, to Dec., 1880, roundhouse foreman, Chicago, Milwaukee & St. Paul Ry. at Prairie du Chien, Wis.; Dec., 1880, to March, 1886, general foreman Southern Minnesota division of the same road at Wells, Minn.; Mar., 1886, to July, 1890, Assistant General Master Mechanic of the same road at Milwaukee, Wis.; July, 1890, to Sept., 1893, Master Mechanic of the Minneapolis, St. Paul & Sault Ste. Marie Ry. in charge of locomotive & car departments. In Sept., 1893, he was made Mechanical Superintendent of the same road, & has held that position continuously since.

W. H. Kelson, General Storekeeper of the C.P.R., whose portrait appeared in our last issue, was born in Bath, Eng., Sept. 5, 1850. He arrived in the U.S. in June, 1866, &, after farming for one year & being for three years in the dry-goods business in Wisconsin, entered railway service as a timkeeeper in the Master Mechanic's office of the Southern Minnesota R.R., Dec. 1, 1870. He was Chief Clerk of that office from June, 1871, until June, 1879, when, owing to the transfer of the S.M.R.R. to the Chicago, Milwaukee & St. Paul system, he was moved to Milwaukee. He was Chief Clerk of the General Master Mechanic's office to Dec. 31, 1879, and Chief Clerk of the General Storekeeper's office from Jan. 1, 1880, to Feb. 10, 1882. He then entered the service of the C.P.R. as Storekeeper of the Western Division at Winnipeg, remaining in that position until Jan. 30, 1885 when he was transferred to Montreal, since which time he has been General Storekeeper of the system.

The will of Henry Villard, formerly President of the Northern Pacific, who died at his country home, Dobbs Ferry, N.Y., in Nov. last, was recently probated. The value of the estate is not given. To his wife he gives \$350,000 & all the household furniture, bric-a-brac, etc.; to his son Oswald \$50,000, to his daughter Helen \$25,000 & the income on \$25,000 yearly. To his son Harold he gives a share of the residuary estate. To his sister, the wife of Gen. Alexander, of Munich, he gives 20,000 marks. The bequests include: Columbia University, \$50,000; Harvard University, \$50,000; Dobbs Ferry Hospital Association, \$50,000; New York Infirmary for Women & Children, \$5,000; German Society of New York, \$5,000; Society for the Prevention of Cruelty to Children, \$2,500; hospital at Speyer, Germany, which he founded, 60,000 marks; museum at Kaiserslautern, 50,000 marks; the Town of Speyer, 50,000 marks, the income from which is to be applied to the education of boys to deserving mechanics.

1-1901

says: "I am responsible for the purpose of doing so will be glad to have my name on THE RAILWAY & SHIPPING WORLD's subscription list."

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J. Bonner, who has recently been appointed Assistant Auditor of Freight & Telegraph receipts of the C.P.R., was born in Canterbury, Eng.

He came to America in Nov., 1880, & was for 18 months in the audit office of Chicago & G.T.R. at Port Huron. In Dec., 1882, he was appointed to the audit office of the C.P.R. at Winnipeg, & was transferred to Montreal in Feb., 1885, as Chief Statistical Clerk in the audit office, holding that appointment until appointed to his present position.

Wm. Polson, who died in Toronto Jan. 7, was born in Montreal in 1834. From an early age he exhibited great aptitude for mechanics & became a skilled mechanical engineer. He was appointed Mechanical Superintendent of the Cobourg, Peterboro & Marmora Ry. at Cobourg, a position which he relinquished to accept a similar post on the Grand Junction Ry. at Belleville. In 1883 he severed his connection with the railway, & has since been Superintendent of the Polson Iron Works at Toronto, of which his only surviving son, F. B. Polson, is one of the proprietors.

D. L. Caven, for many years connected with Canadian railways in various capacities, died recently at Columbus, Ohio. He was at one time agent for the G.T.R. at Stratford, Ont., & was for a number of years travelling passenger agent for the Chicago, Rock Island

made Assistant Train Despatcher of the Wisconsin Division of the Minneapolis, St. Paul & Sault Ste. Marie. He has served since then as Chief Despatcher to June, 1894, & Chief Clerk to the General Manager to Feb., 1899. In June following he was made Superintendent of the Wisconsin & Peninsula Division.

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Wm. Ellis, formerly superintendent of the Welland canal, died at St. Catharines, Ont., Dec. 15, of inflammation of the lungs, after about a week's illness. He came to Canada from England about 1850 as agent for Morton, Peto & Co., railway contractors, who built a large portion of the G.T. Railway between Brockville & Montreal. In 1880 He was appointed Superintendent of the Welland canal, which position he held until April, 1887, when he was superannuated. He was a Conservative & in 1872 contested Grenville against Hon. C. F. Fraser, but was defeated by a narrow majority. He was twice married. His first wife was Miss Jessop of Prescott. He leaves one son, Dr. Ellis, of Prentice, & one daughter, Mrs. Dr. Greenwood, of St. Catharines, by his first wife. His second wife, with two children, also survives him. He was 75 years of age.

E. A. Williams, recently appointed Superintendent of Rolling Stock of the C.P.R., was born Oct. 4, 1848, near Wiscasset, Me., & was educated in the Milwaukee public schools. He entered railway service in 1865 as machinist apprentice on the Milwaukee & Prairie du Chien road, since which he has been on

long in that position until 1870, when he was transferred to Montreal, since which time he has been General Storekeeper of the system.

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E. Tiffin, who has been appointed Traffic Manager of the Intercolonial Ry., was born at Hamilton, Ont., in 1849. He entered railway service in 1863, since which he has been way consecutive, 1863 to 1865, messenger Chief Engineer's office; 1865 to 1867, clerk in General Manager's office; 1867 to 1869, ticket clerk in London & Toronto, Ont.; 1869 to 1871, clerk in Superintendent's office; 1871 to 1877, station master at Bradford, Ont.; 1877 to 1881, travelling freight agent same road; 1881 to 1888, General Freight Agent Credit Valley Ry. at Toronto, & remained in that capacity under several reorganizations, namely, Credit Valley & Toronto Grey & Bruce Rys., Ontario & Quebec Ry., &c., finally, Ontario Division, Canadian Pacific Ry.; 1888 to 1890, General Southwestern Agent Commercial Express Fast Freight line at St. Louis., Mo.; 1890 to Feb., 1890, General Freight Agent Atlantic division C.P.R. at St. John, N.B.; Feb., 1890 to Jan., 1891, General Freight Agent Ontario division same road at Toronto.

F. P. Brothers, Superintendent of the Cuba Co. died at Ciego de Avila, Cuba, Dec. 28, of typhoid. He went to Cuba in Oct. to superintend the construction of the Cuba Co.'s

reduced below one cent, & subsequently will be called upon to make good the deficiency. But where it takes only 50% of the earnings to pay expenses, a very material & substantial reduction can be made. On Oct. 1 next we will begin with our own tariff, & show that we have what we promised in 1890. Government control of rates, & have, therefore, fulfilled our promises.

RAILWAY APPOINTMENTS, ETC.

Canadian Pacific. — A. R. Creadman, K.C., of Toronto, has been appointed Chief Solicitor to succeed G. M. Clarke, who it is said, will be retained in the Co.'s service as a consulting counsel, or some similar capacity. Mr. Creadman will not enter on his duties until July 1, as it will take him sometime to close up matters in connection with the firm of McCarthy, Osler, Hoskin & Creadman, of which he has for many years been the managing partner.

G. J. Bury has been appointed Superintendent of the Crows Nest section from Dunnmore Junction to Kootenay Landing inclusive, with office at Cranbrook, B.C., vice J. A. Cameron, transferred.

D. G. Ross has been appointed Acting Superintendent of the Rat Portage, Wabigoon & Thunder Bay sections, with office at Fort William, Ont., vice G. J. Bury, transferred.

R. Peard has been appointed Assistant Superintendent of the Brandon section & Manitoba branch lines, with office at Winnipeg, vice D. G. Ross, transferred. G. M. Sherlock succeeds R. Peard as Chief Train Despatcher of the Brandon section & Manitoba branch lines, with office at Winnipeg.

W. Downie, Superintendent of the Castade & Thompson sections, has been appointed to succeed Capt. J. W. Troup as Superintendent of the Kootenay sections, with office at Nelson, B.C. Capt. J. C. Gore, Port Captain, has been given the title of Assistant Superintendent of Columbia & Kootenay Steamers, reporting to Superintendent Downie. H. E. Beasley, formerly Superintendent of the Kootenay sections, and formerly Chief Clerk in the President's office, has been appointed to succeed W. Downie, as Superintendent of the Castade & Thompson sections, with office at Vancouver.

It is said that Capt. J. W. Troup, Superintendent of Columbia & Kootenay Steamers, will be appointed Manager of the Canadian Pacific Navigation Co., whose stock has been bought by the C.P.R. Co.

associates in navigation.

April 1, 1882, train despatcher; April 1, 1882, to Oct. 1, 1886, Superintendent Telegraph; & Oct. 1, 1886, to March 1, 1888, Assistant General Superintendent Minnesota & Northwestern R. & its successor, the Chicago St. Paul & Kansas City Ry.; April 3, 1888, to Nov. 1888, Assistant Superintendent Chicago division Illinois Central R. Ry. at Cairo, Ill.; Nov. 1888, appointed Superintendent Chicago, Madison & Northern R. Ry. at Rockford, Ill.; Sept. 1889, to Jan. 1890, also Acting Superintendent of the Illinois Central lines in Illinois & Wisconsin; Jan. 1890, to Dec. 1, 1890, Superintendent Northern Lines Illinois Central R. R.; Dec. 1, 1890, to Nov. 1, 1891, Superintendent Wisconsin division, same road; Nov. 1891, to Sept. 1892, Superintendent Transportation, same road, at Chicago, Ill.; Sept. 1892, to Jan. 1, 1893, Superintendent Western Lines, same road, at Dubuque, Ia.; Feb. 1, 1893, to 1896, Superintendent Rock Island, Watertown, & Ogdensburg R. R.; then for two years Superintendent & General Superintendent of the Delaware, Lackawanna & Western

R.R.

J. E. Quick, General Baggage Agent of the G.T.R., was re-elected Secretary of the American Association of General Baggage Agents, at the convention at St. Augustine, Fla., Jan. 16, although he was unable to be present owing to Mrs. Quick's illness. In moving his re-election, A. Trayner, General Baggage Agent of the Union Pacific, said:

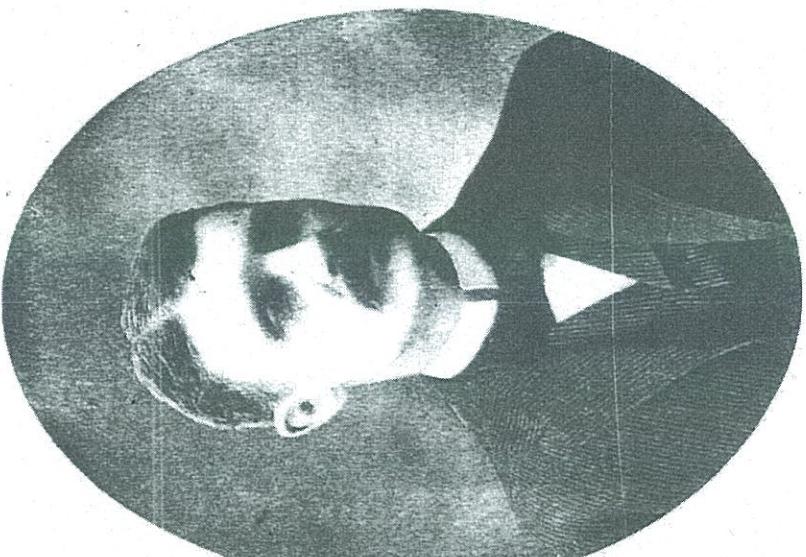
This Association feels the absence of Mr. Quick, our most worthy Secretary, who for many years has been, & is now, the most worthy son of this Association. He is a man whom we all know, he is a man who has always been an attendant at our meetings; he is a man who always has taken great interest in our Association; he is a man whose counsel & advice has always been needed; & this Association should look upon his absence at this meeting with a mingled feeling of sorrow & of pride; sorrow, because friends bound by ties formed on many occasions must at some time be separated; pride, because it has been our good fortune to have so competent an officer to attend to the duties of Secretary of this Association for many years. I will make a motion that this Association, by rising to their feet, extend to Mr. Quick a vote of thanks for the able & satisfactory manner in which he has performed the duties of Secretary of this Association for several years, & that this Association regret his absence at this meeting; also that this resolution be placed on our records, & a copy of same sent to Mr. Quick. The resolution was seconded by E. C.

J. F. DODDAN,

Cts Passenger-Agen. Richelieu & Ontario Navigation Co., Montreal.

Canadian Northern. — It is reported that F. W. Jones (formerly Assistant to the Manager of the C.P.R. Western lines, & now Manager of the Columbia River Lumber Co., in gear which W. Luckenbach, of Toronto, is largely interested in) has offered an important position in connection with the operation of the Canadian Northern Ry. lines.

Intercolonial. — E. G. Russell has been appointed Manager of Operating & Maintenance Northwest Transit Division Co. — Following is the list of officers, etc., for the current year, as decided at the recent annual meeting: — President, J. J. Long, Collingwood; Manager & Treasurer, J. D. Beatty, Sarnia; other directors, Jas. Scott, B. E. Walker, T. Long, Toronto; Secretary, D. H. Beatty.



J. E. QUICK,

Superintendent of Rolling Stock, C.P.R.

2-120

C.P.R. Co.

corporation. The other great corporation with which as a Province we will now be a competitor has shown a spirit of liberality, a desire to meet the demands of public opinion, which has been surprising to me, & which justifies the statement that they are anxious to concede to the people whatever may be reasonable & fair, to allay agitation & establish confidence. Therefore, we look to the future with a great deal of assurance that this railway policy will be the inauguration of a new prosperity, growth & expansion, & particularly in agriculture, that will be a marvel to other portions of Canada, because the confidence that will be established by the fact that the people, through the Government, control the rates will be an encouragement to farmers to increase the area of land cultivated, & enlarge their herds. Some may say, What about the ten-cent rate to Fort William? You can have a ten-cent rate or eight or five-cent rate to Fort William if you choose, but the moment the revenue is reduced below the cost of operating & paying interest the Province will be called upon to make good the deficiency. But where it takes only 50% of the earnings to pay expenses, a very material & substantial reduction can be made. On Oct. 1 next we will begin with our own tariff, & show that we have what we promised in 1899, Government control of rates, & have, therefore, fulfilled our promises.

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J. F. DOLAN
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Intercolonial.—E. G. Russell has been appointed Manager of Operating & Maintenance.

Northwest Transportation Co.—Following is the list of officers, etc., for the current year, as decided at the recent annual meeting: President, J. J. Long, Collingwood; Manager & Treasurer, J. D. Beatty, Sarnia; other directors, Jas. Scott, B. E. Walker, T. Long, Toronto; Secretary, D. H. Beatty.



Mainly About People.

A portrait of E. A. Williams recently appointed Superintendent of Rolling Stock for the C.P.R. is given on this page. Some biographical notes about him will be found in our Jan. issue, pg. 17.

Before leaving Toronto recently to become City Passenger Agent of the R. & O. N. Co., J. F. Dolan, who for many years held a similar position in the Co.'s service at Toronto, was presented with an address & entertained by the other Toronto ticket agents. His portrait is given on this page.

Edwin G. Russell, who has just been appointed Manager of Operating & Maintenance of the Intercolonial Ry., was born July 23, 1857, at St. George, N.B. He entered railway service, June, 1877, on the Intercolonial Ry., since which he has been consecutively, June 1, 1877, to Aug. 1, 1878, telegraph operator; Aug. 1, 1878, to Aug. 1, 1880, train despatcher; Oct. 1, 1880, to April 1, 1881, assistant to superintendent; April, 1881, to April 1, 1882, train despatcher; April 1, 1882, to Oct. 1, 1886, Superintendent Telegraph; & Oct. 1, 1886, to March 1, 1888, Assistant General Superintendent Minnesota & Northwestern Ry., & its successor, the Chicago, St. Paul & Kansas City Ry.; April 5, 1888, to Nov., 1888, Assistant Superintendent Chicago division Illinois Central R.R., at Cairo, Ill.; Nov., 1888, appointed Superintendent Chicago, Madison & Northern R.R., at Rockford, Ill.; Sept., 1889, to Jan., 1890, also Acting Superintendent of the Illinois Central lines in Illinois & Wisconsin; Jan., 1890, to Dec. 1, 1890, Superintendent Northern Lines Illinois Central R.R.; Dec. 1, 1890, to Nov. 1, 1891, Superintendent Wisconsin division, same road; Nov., 1891, to Sept., 1892, Superintendent Transportation, same road, at Chicago, Ill.; Sept., 1892, to Jan. 1, 1893, Superintendent Western Lines, same road, at Dubuque, Ia.; Feb. 1, 1893, to 1894, Superintendent Rome, Watertown, & Ogdensburg R.R., then for two years Superintendent & General Superintendent of the Delaware, Lackawanna & Western R.R.

J. E. Quick, General Baggage Agent of the G.T.R., was re-elected Secretary of the American Association of General Baggage Agents, at the convention at St. Augustine, Fla., Jan. 16, although he was unable to be present owing to Mrs. Quick's illness. In moving his re-election, A. Trynner, General Baggage Agent of the Union Pacific, said: "This Association feels the absence of Mr. Quick, our most worthy Secretary, who for many years has been, & is now, the most worthy son of this Association. He is a man whom we all know, he is a man who has always been an attendant at our meetings; he is a man who always has taken great interest in our Association; he is a man whose counsel & advice has always been needed; & this Association should look upon his absence at this

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knowledge. Last year but few members had to be reminded more than once of their duty and privilege in this particular, and it is to be hoped that they will in reply hereto be equally prompt. Agents intending to join should make early application, that their names may appear in the new list of members, as it is desired that on our first visit abroad we should make as good a showing as possible both in print and person.

I take pleasure in enclosing you circular from President Jackson, as also copy of extract from President Rispin's essay on the "Benefits of Advertising," read at our meeting at Montreal. (This was published in full in THE RAILWAY AND SHIPPING WORLD for Dec., 1901.) Allow me to wish you and yours a bright and prosperous New Year.

PRESIDENT JACKSON'S CIRCULAR.

At the commencement of my official year as President, I desire to convey to the members of the C.T.A. Association my sincere thanks for the honor which they have done me in electing me to this position. I can assure you that is an honor which I thoroughly appreciate and a trust which I will endeavor to fulfill to the best of my ability. I have been connected with this Association since its inception, and to have witnessed the growth from a membership of 25 to over 150 has been a pleasure; to have taken part in every meeting during the past 16 years, affords most delightful remembrances. We have an Association that we ought to be proud of, and at the coming meeting amongst our American cousins, when we will meet some of the bright heads of the American railway world, we will be able to demonstrate that Canadian ticket agents are fully up-to-date, as representatives of the railway system of this country. Our meeting this year at Washington will be unique from the fact that it will be the first time in the history of our Association that we have gone out of

most authentic information possible, and saw that it was to the interest of the Co. to furnish it. In the first interview the writer had with him, Mr. Hays said he fully appreciated the importance of a railway paper securing absolutely reliable information, and that he would prefer to be asked for it, no matter how frequently, rather than have incorrect or incomplete matter published. As a result our relations with him have been of a most pleasant nature. No matter how often we requested information, he never advanced the "I can't be bothered" plea, or failed to reply promptly, his practice in this respect being in marked contrast to that of some other railway officials, though we are glad to say they are few in number, who either fail to reply to civil enquiries or answer so tardily that when the answer does come to hand it is of no use.

RAILWAY APPOINTMENTS, ETC.

Boston and Maine Rd.—M. J. Quinn, formerly Travelling Freight and Passenger Agent of the New York Central Rd., has been appointed to a similar position with the B. and M. Rd., with office at Montreal. Canadian Northern Ry.—A. J. Gorrie, heretofore Superintendent of the Duluth section, with office at Port Arthur, has been transferred to Winnipeg. His jurisdiction has been extended over all lines. The jurisdiction of C. Raith, Master Mechanic, has been extended over all lines. Office at Winnipeg.

J. B. O'Brien has been appointed General Roadmaster of all lines. Office at Winnipeg. Divisional roadmasters will report to him dir. ct.

H. Sellers, heretofore of the C.P.R. elevator service at Fort William, has been appointed Superintendent of the C.N.R. elevator at Port Arthur.

Canadian Pacific Ry.—E. N. Bender has

D. O. Pease, District Passenger Agent, Montreal, having resigned to engage in other business, the following changes have been made: J. Quinlan, heretofore Travelling Passenger Agent, has been appointed District Passenger Agent, Montreal; W. H. O'Donnell, heretofore soliciting passenger agent at Quebec, has been appointed Travelling Passenger Agent, Montreal, reporting to District Passenger Agent, Montreal. The district covered by these appointments is as follows: Nova Scotia, Prince Edward Island, Quebec; Newfoundland, Prince Edward Island, Quebec; Hampshire, on and north of the Maine Central Rd. from North Stratford, N.H., through the White Mountains to the Maine boundary, also Rochester on the B. & M. Rd.; New York, on and north of the Rutland Rd. from Orangeburg to Rouse's Point; the New York and Outawa railroads, from Malone Jet. and Moira to Tupper Lake inclusive and intermediate territory; also the Delaware and Hudson Rd. north of but not including Plattsburgh, N.Y. Ontario, on and east of the Kingston and Pembroke Ry., but excluding Kingston and Kingston Jet, for westbound local excursion traffic only; Vermont, on and north of the Central Vermont Ry. and Canadian Pacific Ry. from Rouse's Point, N.Y., to Newport, Vt., via Swanton, Sheldon Jet, and Richford; the Boston and Maine Rd., Newport and north; also the G.T.R. from Norton Mills, Vt., to North Stratford, N.H., and northeast thereof to the New Hampshire state boundary.

Owing to the death of B. Fletcher, Travelling Passenger Agent, Detroit, Mich., the following appointments and assignment of territory have been made: C. C. Craigie remains as Travelling Passenger Agent at Detroit, Mich., territory;—Indiana, north of but not including the Wabash Rd. from Detroit, Mich., to St. Louis, Mo., Michigan, the lower peninsula, except Detroit, and the upper

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our American cousins, when we will meet some of the bright heads of the American railway world, we will be able to demonstrate that Canadian ticket agents are fully up-to-date, as representatives of the railway system of this country. Our meeting this year at Washington will be unique from the fact that it will be the first time in the history of our Association that we have gone out of our own country, but I think I am safe in saying that it will perhaps be the banner outing of all the many pleasant trips that we have experienced. The Lehigh Valley Rd. Co. are the fathers of the movement to have us visit the Capitol of the U.S., and from what I know by experience of their hospitality, it will be something long to be remembered. The educational advantages of a trip of this kind will be many, and there is not a ticket agent in Canada, in justice to himself, can afford to miss the coming gathering. Let every member of this Association make up his mind to be one of the party; let every agent not a member think twice before he turns down his chance to join. From what I know of the arrangements now under way the whole programme of our meeting at Washington, and the side trips from that point, will amply repay in a great many ways any sacrifice that one has to make to join the annual gathering of the Canadian ticket agents. I trust the coming year will be a bright and happy one to you all.

Once a "mugger."

J. B. O'Brien has been appointed General Roadmaster of all lines. Office at Winnipeg. Divisional roadmasters will report to him dir. ct.

H. Sellers, heretofore of the C.P.R. elevator service at Fort William, has been appointed Superintendent of the C.N.R. elevator at Port Arthur.

Canadian Pacific Ry.—E. N. Bender has been appointed General Purchasing Agent, succeeding A. C. Henry, deceased. The following changes have been made in roadmasters on the Lake Superior division: F. A. Faught's division has been extended from Webbwood to Sudbury, with headquarters at Webbwood; W. Kelly has been given the district from North Bay to Cartier, including the Stobie branch, with office at North Bay; W. O'Donnell, formerly roadmaster at Chapleau, has been given the district from Chalk river to North Bay, including the Temiscaming and Kippawa branches, in place of R. Clark, with office at North Bay; W. Comrie, heretofore foreman of Chapleau, has been appointed acting roadmaster, Chapleau to White River.

F. Baker has been appointed Paymaster of the Pacific Division, with office at Vancouver. All pay rolls and paymasters' abstracts for that division heretofore sent to Winnipeg will be forwarded to him through the General Superintendent's office at Vancouver after approval by the latter. Heretofore the Pacific division payments were made through the Paymaster at Winnipeg.

Central Vermont Ry.—E. H. Fitzhugh, formerly Vice-President and General Manager, and until recently Assistant to the President of the Southern Pacific, has been re-appointed to the former position, succeeding R. S. Logan, who has resigned to become Assistant to the 2nd Vice-President and General Manager of the G.T.R.

Grand Trunk Ry.—C. Perry, formerly Treasurer, has been appointed one of the auditors in Canada, succeeding the late T. Davidson, deceased.

R. S. Logan, heretofore Vice-President and General Manager of the Central Vermont Ry., has been appointed Assistant to the 2nd Vice-President and General Manager and of the G.T.R.

state boundary.

Owing to the death of B. Fletcher, Travelling Passenger Agent, Detroit, Mich., the following appointments and assignment of territory have been made: C. C. Craigie remains as Travelling Passenger Agent at Detroit, Mich., territory;—Indiana, north of but not including the Wabash Rd., from Detroit, Mich., to St. Louis, Mo., Michigan, the lower peninsula, except Detroit, and the upper peninsula east of Marquette and Escanaba, Ohio, north of but not including the Wabash Rd., from Detroit, Mich., to St. Louis, Mo. Geo. W. Watson remains as City Passenger and Ticket Agent at Detroit, Mich., territory: —Detroit city, R. McC. Smith, Southern Passenger Agent, has his headquarters removed from Cincinnati, Ohio, to Detroit, Mich., with following territory:—Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, West Virginia, Illinois, on and south of the Wabash Rd., from Detroit, Mich., to St. Louis, Mo., Indiana, on and south of the Wabash Rd., from Detroit, Mich., to St. Louis, Mo., Louisiana, New Orleans only, Ohio, except north of the Wabash Rd., from Detroit, Mich., to St. Louis, Mo., Pennsylvania, on and west of the Baltimore and Ohio Rd., from Cumberland, Md., to Pittsburgh, Pa.; also on and west of the Pittsburg, Pa., to Buffalo, N.Y., line of the Pennsylvania Lines and Pennsylvania R.R. Mr. Smith will also be assigned from time to time to special duties for passenger department in other territories, and his office at Cincinnati, Ohio, is closed.

A. Allen, foreman of the machine shop at Stratford, Ont., has been appointed foreman of the erecting shop there, succeeding L. Rutherford. E. Logan, foreman of the machine shop at Toronto, has been promoted to the vacancy caused by A. Allen's promotion.

Great Northern Ry. of Canada.—Jas. McNaught has been elected 1st Vice-President, and is succeeded as 2nd Vice-President by H. H. Melville, heretofore 3rd Vice-President. V. Chateauret has been elected 3rd Vice-President.

E. E. Ling, heretofore Treasurer, has been appointed Assistant General Manager and Treasurer, Office at Quebec.

C. M. Hays' Return to the G.T.R.

In connection with Mr. Hays' re-appointment to the G.T.R. management, it may be interesting to reproduce the following from our issue of Dec., 1900, when he was leaving for the Southern Pacific:

"Mr. Hays' relations with the public have been singularly happy. He has confined himself strictly to his duties as a railway official, has never obtruded in any other capacity, and has been uniformly courteous in his administration.

"Personally we desire to express our warm appreciation of Mr. Hays' unfailing readiness to co-operate with us in furnishing the latest reliable information about the affairs and operations of the G.T.R. At the very first he realized our desire to publish the fullest and

[MAR., 1901.]

RAILWAY APPOINTMENTS, ETC.

Central Vermont.—E. H. Fitzhugh, Vice-President & General Manager, having resigned to accept a position with another company, R. S. Logan has been elected Vice-President & General Manager, with office at St. Albans, Vt.

J. E. Dalrymple, General Freight Agent, having resigned to become Assistant to the General Manager of the G. T. R., I. W. Grant, heretofore Agent of the Great Eastern Line at Chicago, has been appointed General Freight Agent of the C. V. R., with office at St. Albans, Vt.

Delaware, Lackawanna & Western.—A. G. Elvin, heretofore Master Mechanic of the G. T. R. at Montreal, has been appointed Master Mechanic of the D. L. & W., with office at Scranton, Pa., succeeding D. Brown, promoted.

Grand Trunk.—J. E. Dailey has been

at Windsor, Ont., with full charge of all offices & men employed on the ferry steamer's Lansdowne, Great Western & Huron, plying between Windsor, Ont., & Detroit. **Intercolonial.**—D. Pottinger, General Manager Government Railways, issued the following circular Feb. 23:—E. G. Russell has been appointed Manager of the Intercolonial Ry. He will have charge of the mechanics & maintenance of the station & train services, & the maintenance of way & works. His office & headquarters will be at Moncton. This will take effect Feb. 25.

Minneapolis, St. Paul & Saint Paul Ste. Maries.—T. A. Foote, heretofore Assistant Mechanical Superintendent, has been appointed Mechanical Superintendent, succeeding E. A. Williams, appointed Superintendent of Rolling Stock for the C.P.R.

H. C. Pearce, formerly Storekeeper, has been appointed Purchasing Agent, to succeed J. E. Shaughnessy, resigned. O. W. Applegate has been appointed Storekeeper to succeed Mr. Pearce.

Richelieu & Ontario Navigation & Treas-

Mainly About People.

C. R. Hosmer, of the C.P.R. directorate, & Mrs. Hosmer & family are travelling in Europe.

Sir Wm. Van Horne left Montreal Feb. 22 to spend some weeks in Cuba, in his capacity as President of the Cuba Co.

L. Robinson, for many years Superintendent of the Montreal Park & Island Ry., recently resigned to take a position on one of the tramways in Paris, France.

Sir Wm. Van Horne & R. B. Angus, of the C.P.R. directorate, with others, have obtained incorporation as the Canadian Salt Co., capital \$800,000, chief place of business Montreal, to mine, manufacture, purchase & sell salt. Andrew Cowan, heretofore Soliciting Agent at Hamilton for the G.T.R., has been appointed General Agent for the Northern Navigation & the Northwest Transportation companies, succeeding W. Askin, promoted to be General Manager.

Henry Rowand, son of the late Dr. Rowand, of Quebec, & at one time in the head offices of the C.P.R. at Montreal, was fatally established in East Kootenay about the middle

Villeneuve, heretofore Accountant & Treasurer, has been appointed Comptroller.

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THE RAILWAY AND SHIPPING WORLD.

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of Feb. by F. McG. Derville, C.E., formerly engaged on the Crow's Nest Pass branch of the C.P.R. The stabbing was the result of a row between the two men.

We are informed that there is no foundation for the report, at all events for the present, that F. W. Jones, formerly Assistant to the Manager of the C.P.R. Western lines, & now Manager of the Columbia River Lumber Co., is to take an important position in connection with the operation of the Canadian Northern Ry. lines. Mr. Jones has a very comfortable position at Golden, B.C., & it is said that he is not feeling any of the railway fever just now. He visited Winnipeg recently & had a hard time convincing people that the report was not true.

Captain B. H. O. Armstrong, R.E., son of C. N. Armstrong, of Montreal, of Atlantic & Lake Superior Ry. fame, who has for a number of years been in charge of the fortifications at Sierra Leone, on the west coast of Africa, & has just been ordered to South Africa, & placed in charge of the construction of four forts, designed for the better protection of

over 40 years ago, & commenced railway life as yard clerk for the old Peoria & Ia-
kin Union Ry. at Peoria, Ill. He was afterwards local & commercial freight agent of the C.P. & S.W. Ry. (now part of the Santa Fe System main line) & then for a short time represented the Blue Line at Evansville, Ind. For the past 10 years he has been associated with G.T.R. interests, first as agent of the Great Eastern Line at Peoria, Ill., & during the past 14 years as agent of the Great Eastern Line at Chicago.

G. A. Sharp, Superintendent of the Prince Edward Island Ry., whose portrait appears on page 65, was born at Studholm, N.B., in 1852, & was educated in the High School at Minto stream, N.B., afterwards taking a course in the Commercial College at St. John, N.B. He entered railway service on the Intercolonial in 1874 as operator & relieving agent on the temporary staff. In 1875 on the opening of the P.E.I. Ry., he was appointed freight clerk at Charlottetown; in 1880 he was promoted to be freight agent, & in 1882 station master at Charlottetown, the duties of

Western Railway Progress.

At the recent annual meeting of the Winnipeg Board of Trade the President in his report said: "While the year 1900 has not seen a marked activity in railway building, yet some important branches have been extended in different parts of the country, opening up new districts, & giving needed accommodation to others."

Commencing east of us the C.P.R. has built a small spur east of Rat Portage, to one of the well-known mines in that district, & the Lac du Bonnet branch, of about 22 miles, has opened up communication with the largely timbered country, drained by the English & Winnipeg Rivers, both of which are tributary to this beautiful lake. Draining tiles, & superior brick for building & pavement purposes are being manufactured, thus adding another to the large & varied number of our industrial concerns.

Coming to the Prairie country, a line is

being extended from MacGregor to a point

on the Great North West Central Ry., & the

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THE LAKE ERIE AND DETROIT RIVER RAILROADS.

Cape Town. His brother, Captain C. J. Armstrong, who went out to South Africa as a subaltern in the Montreal company of the Royal Canadian Regiment, is on the staff of Lieutenant-Colonel Grevard, Director of Imperial Military Railways.

R. S. Logan, who has been appointed Vice-President & General Manager of the Central Vermont Ry., was born Feb. 13, 1864, & was educated in the St. Louis, Mo., public schools. He entered railway service in 1883 with the receivers of the Wabash, St. Louis & Pacific Ry., as clerk in General Manager Talmage's office, since which his career has been as follows:—Dec. 1, 1889, Secretary to General Manager Wabash Rd.; July 1, 1890, Secretary to General Manager G.T.R.; Jan. 1, 1901, Assistant to General Manager G.T.R.; Jan. 9, 1901, Secretary Grand Trunk Western Ry.; March 15, 1901, Vice-President & General Manager Central Vermont Ry.

Bra. W. Gant, who has been appointed

ticket agent being added in the same year, On July 1, 1897, on the voluntary resignation of A. McDonald, he was appointed Superintendent.

J. E. Dalrymple, who has been appointed Assistant to the General Manager of the G.T.R., was born in Montreal Jan. 1, 1869. He entered railway service as apprentice in the Treasurer's office of the G.T.R., July 1, 1883, in which office he served until 1890 in various capacities, & finally as correspondence clerk. He left Montreal April 1, 1890, & entered the service of the Chicago & G.T.R. at Chicago, as Secretary to Traffic Manager Reeve. On Feb. 1, 1891, he was appointed Secretary to General Traffic Manager Reeve. On May 1, 1890, he was appointed Division Freight Agent, G.T.R. at Hamilton, Ont. On Aug. 1, 1899, he was appointed Division Freight Agent G.T.R., at Detroit, also Manager of the G.T. Despatch, a fast freight line operating over the G.T. Ry., West Shore Rd. & Fitchburg Rd. On May 1, 1900, he was appointed General Freight Agent of the Central Vermont Ry.

Pipestone branch has been carried forward too miles into the well-known fertile & finely situated Moose Mountain district. It has been found necessary by the C.P.R. to build a substantial steel bridge, supported on masonry piers, across the Red River, on account of the increased traffic & larger engines used, which make the present bridge inadequate for their requirements, & I have good reason to believe this will be followed soon by a large & commodious station. It seems unfortunate that some reasonable arrangement could not have been arrived at between the City Council & the C.P.R., & been ratified by the ratepayers, for the construction of a sub-way on Main St. The condition of things now existing is anything but satisfactory to either the railway company or the citizens, & in addition to this, it has, I believe, caused the postponing for some time longer the erection of a splendid hotel in this city.

The volume of traffic, both through & local,

is increasing so rapidly that the C.P.R. has practically decided to establish early next summer two daily trans-continental trains;

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BENNETT, B. C., ON THE WHITE PASS AND YUKON RAILWAY.

Radius of sharpest curves advised
Radius of sharpest curves practicable
Hauling capacity in tons of 2,000 lbs. exclusive of
Loco. and tender
On absolute level
On 1% grades 20 ft. to 10 ft. per mile
On 2% " 32 ft. " " "
" 3 " " 105 ft. " " "
" 4 " " 138 ft. " " "
" 4 1/2 " 211 ft. " " "
" 5 " " 261 " " "
" 6 " " 310 ft. " " "
Stock of the C.P.R., succeeding R. Atkinson,
resigned.

RAILWAY APPOINTMENTS. ETC.

Algoma Central.—C. McCarthy has been appointed Assistant Purchasing Agent, with headquarters at Sault Ste. Marie, Ont.

Canadian Pacific.—E. A. Williams, heretofore Mechanical Superintendent of the Minneapolis, St. Paul & Sault Ste. Marie Ry., has been appointed Superintendent of Rolling Stock of the C.P.R., succeeding R. Atkinson, resig-

No one has been appointed Assistant Auditor of Disbursements, to succeed A. A. Goodchild, recently appointed Auditor of Statistics, & it is not likely that the position will be filled for the present.

E. Tiffin having resigned as General Freight Agent of the Ontario Division, to accept the Traffic Management of the I.C.R. & P.E.I.R., the duties of the former position will, until further notice, be assumed by the Assistant General Freight Agent, W. B. Loring, with office at Toronto.

G. J. Bury has been appointed Superintendent of the Crow's Nest Pass division, with headquarters at Crimbrook, B.C., succeeding J. A. Cameron, who has been granted leave of absence on account of ill-health. Mr. Cameron will remain in the Co.'s service, but his duties have not been decided on. Mr. Bury has been succeeded as Superintendent from Port Arthur to Winnipeg by T. G. Ross, with headquarters at Port Arthur. Mr. Ross has been succeeded as Assistant Superintendent of the Manitoba lines,

with headquarters at Winnipeg, by R. Peard, heretofore Chief Train Despatcher at Winnipeg.
E. J. Duchesnay, Superintendent at Revelstoke, has not resigned to become Supervisor of the Cuba Co., as reported in the daily papers.

H. E. Macdannell has been appointed Acting Assistant General Freight Agent of the Kootenay & Boundary districts, comprising Kootenay & south of Golden, Arrow Head & Penticton, not H. D. Macdonnell, as stated in our last issue.

J. S. Carter has been appointed District Passenger Agent of the Kootenay District, with office at Nelson, B.C., reporting to the Assistant General Passenger Agent at Vancouver. Mr. Carter has been succeeded as ticket agent at Winnipeg Station by W. M. McLeod, Mr. McLeod has been succeeded as City Ticket Agent at Winnipeg by A. E. Smith, & Mr. Smith has been succeeded as Ticket Agent at Brandon by D. B. Niblock, heretofore Ticket Clerk in Winnipeg city office.

Chicago, Milwaukee, & St. Paul.—W. J. Underwood has been appointed Assistant General Manager. C. A. Goodnow, heretofore Assistant General Superintendent at Chicago, succeeds Mr. Underwood as General Superintendent.

Delaware & Hudson.—John E. Hawkins, formerly in the foreign freight office of the G.T.R. in Montreal, has been appointed Canadian Freight Agent of the D. & H., with headquarters in Montreal, to succeed A. C. McCullough, promoted to be General Southern Agent, with headquarters in Philadelphia.

Erie.—At a recent meeting of the directors new interests in this Co. were disclosed by the election of J. J. Hill, of the Great Northern; N. B. Ream, of Chicago, a Director of the Baltimore & Ohio, & R. Bacon, of J. P. Morgan & Co., to succeed Messrs. Quintard, Goodwin & Williamson.

Train manager in car
C. R. & P. E. I. R., with headquarters at Moncton, N.B. He will have charge of both the freight & passenger traffic departments.

Minneapolis, St. Paul, & Sault Ste. Marie.—F. W. Curtis, heretofore Assistant Superintendent, has been appointed Superintendent of the Wisconsin & Pennsular division, with headquarters at Minneapolis, Minn., succeeding G. R. Huntington, promoted to be General Superintendent.

New York Central & Hudson River.—At a recent meeting of directors the following changes in the organization of the Co. took effect: C. C. Clarke, on account of advancing years, resigned as Vice-President, after valuable & extended service of over 46 years. E. V. W. Rossiter was appointed Vice-President, succeeding Mr. Clarke, & G. S. Prince was appointed Treasurer, succeeding Mr. Rossiter. E. L. Rossiter & W. A. Groer have been appointed Assistant Treasurers.

Northern Navigation Co.—The report that J. R. Promberger, Freight Agent of the C.P.R. at Fort William, had been appointed heretofore General Agent of the N.N. Co., is incorrect. The appointment has been given to W. Askin, Manager of the N.N. Co.,

Richellen & Ontario Navigation Co.—H. Foster Chaffee has been appointed Western Passenger Agent, with headquarters in Toronto, in charge of ticket office in Toronto & of Toronto in Ontario. J. F. Dolan, heretofore Ticket Agent at Toronto, has been appointed Ticket Agent at Montreal, vice Chaffee, promoted." Appointments effective Feb. 1, 1907.

J. C. McFarzen, G.T.R. freight agent, at Port Huron, Mich., who has been promoted to be freight agent at New London, Connecticut, on the Central Vermont Ry., was presented with a gold-headed cane prior to leaving Port Huron, by the staff of the G.T.R. at Port Huron & Fort Gratiot.

RAILWAY APPOINTMENTS, ETC.

Algoma Central.—J. R. Patterson has been appointed Superintendent of the Michipicoton division, including the Josephine Branch, with headquarters at Michipicoton, Ont.

G. D. Ellis, heretofore Travelling Passenger Agent of the Northern Navigation Co., has been given charge of the passenger and express business of the Algoma Central Ry. and Steamship Line, with headquarters at Sault Ste. Marie, Ont.

Brockville, Westport and Sault Ste. Marie.—Supt. Jas. Mooney, having asked to be relieved on account of ill health, E. A. Geiger, heretofore Secretary, General Passenger Agent and Auditor, has been appointed Superintendent and will also act as General Freight Agent and Treasurer. Mr. Mooney will remain in the service as General Passenger Agent. W. A. Gogo, agent at Brockville, has been appointed Auditor.

Canadian Northern.—Conductor Risteen has been promoted as train-master.

Canadian Pacific.—J. E. A. Robillard has been appointed Superintendent of the Quebec division, with headquarters at Quebec, vice W. C. Hall, resigned.

W. J. Singleton has been appointed Superintendent of the Ottawa division in addition to his duties as Superintendent of Terminals, vice J. E. A. Robillard, transferred.

H. D. Anable, Travelling Freight Agent at Montreal, has been appointed Travelling Traffic Agent for Great Britain and Ireland, succeeding T. H. Underwood, who has received an appointment at Cape Town, as Traffic and Dock Manager of the Cape Colony Government. A. R. Evans succeeds Mr. Anable as Travelling Freight Agent at Montreal.

Grant Hall has been appointed General Locomotive Foreman of the Winnipeg shops, succeeding S. G. Pentland, who has been given charge of the Calgary shops.

Sydney Haywood has been appointed passenger representative at the Pan-American Exposition. He was formerly in the Co.'s service at Calcutta.

Central Ontario Ry.—J. D. Rowe has been appointed Treasurer from April 1, succeeding R. H. Spencer, who has resigned to enter the service of the Eastern Audit Co., of Boston, Mass.

Central Vermont.—E. D. Thomson, for many years in the G.T.R. service, has been appointed secretary to R. S. Logan, Vice-President and General Manager of the C.V.R.

Grand Trunk.—W. G. Brownlee, assistant superintendent, 5th 6th and 7th districts, with headquarters at Belleville, Ont., has been transferred to the 1st, 2nd and 3rd districts, with headquarters at Island Pond, Vt., and will have charge of all employees and matters pertaining to train and station service.

C. H. Bevington, train-master of the 1st district at Island Pond, Vt., has been transferred to 2nd, 3rd and 4th districts, with headquarters at Bonaventure Station, Montreal,

H. C. Martin has been appointed chief clerk of the freight department at Chicago, succeeding W. N. Ross, appointed agent of the Great Eastern Fast Freight Line.

R. McC. Smith, Southern Passenger Agent at Cincinnati, has been appointed as the Co.'s representative at the Pan-American Exposition.

The following station agents have been installed: Gorham, D. J. Scully; Stratford Hollow, F. Houde; Norton Mills, W. S. Wilson; Newtonville, A. McDougall; Lucan, A. L. Shipley; Granton, T. S. Hill; Cargill, G. A. Somerville; Swansea, P. Lautenslayer; Tilsonburg, L. L. J. A. McDonald; Harley, W. Murray; Alma, W. Henry; Bluevale, J. Collie; Olivet, R. E. McEntee; Charlotte, W. F. Lybrook; Slocum, W. W. Thompson.

Great Eastern Fast Freight Line.—W. N. Ross has been appointed agent at Chicago, vice I. W. Gant, appointed general freight agent of the Central Vermont Ry. Mr. Ross has been chief clerk of the freight department at Chicago for the past twelve years.

Great Northern, U.S.A.—C. E. Stone, who was, prior to its absorption by the Northern Pacific, General Passenger Agent of the St. Paul and Duluth, and afterwards Assistant General Passenger Agent of the Northern Pacific, has been appointed Assistant General Passenger Agent of the Great Northern Ry., to succeed T. B. Lynch.

Halifax and Yarmouth.—G. L. Romans has been appointed master mechanic at Yarmouth, N.S.

Intercolonial.—The Boston passenger agent's office has been closed, W. H. Price, who has had charge, returning to Moncton to resume his old position as chief clerk in the general passenger department, succeeding H. H. Melanson, who has been appointed General Baggage Agent in place of A. W. Morrison.

Traffic Manager Tiffin has appointed E. Sunley as his secretary. —Coleleigh, formerly secretary to General Supt. Price, has been appointed secretary to Manager Russell, J. Gloster succeeding him as secretary to General Supt. Price.

London and Port Stanley.—The officers for the current year are: President, F. G. Rumball; Vice-President, J. H. Pritchard; other directors, A. Greenlees, J. H. A. Beatie, H. B. Crown, S. Stevely, G. C. Jolly, W. H. Winnett, J. Mallinson, W. Bartlett; Secretary, C. A. Kingston; Treasurer, J. Pope; Engineer, A. O. Graydon; Solicitor, T. G. Meredith. The railway is owned by the City of London, and is leased to the Lake Erie and Detroit River Ry.

Michigan Central.—D. R. MacBain has been appointed Division Master Mechanic at St. Thomas, Ont., vice M. L. Flynn resigned on account of ill-health. E. R. Webb has been appointed Division Master Mechanic at Michigan City, vice D. R. MacBain promoted. W. R. Black has been appointed Travelling Engineer U. S. Division, vice E. R. Webb

been appointed Canadian Freight Agent for the Pennsylvania Ry., with office in Toronto.

Quebec and Lake St. John.—S. S. Oliver, heretofore accountant, has been appointed Auditor.

Quebec Southern.—P. L. Raymond has been appointed Superintendent of Motive Power, with headquarters at St. Hyacinthe.

Richelieu and Ontario Navigation Co.—Capt. A. Malone has been appointed Freight Agent and Wharf Manager at Toronto, vice Capt. Craig, resigned. Capt. Malone has been with the Donelly Wrecking and Salvage Co. of Kingston.

Mainly About People.

Shpt. Brown, of the Hull Electric Ry., is recovering from a serious illness.

Wm. Butze, son of the General Purchasing Agent of the G.T.R., died in St. Louis, Mo., early in March.

James Huddart, founder of the Canadian-Australian Steamship Line, died at Eastbourne, Eng., Feb. 27.

F. B. Polson, of the Polson Iron Works, Toronto, was married Mar. 20, to Miss Bessie Thomson, of Toronto.

Mrs. Pottinger, mother of the General Manager of the Government railways, died at her son's residence, Moncton, N.B., Mar. 25, aged 91.

R. Atkinson, formerly Supt. of Rolling Stock for the C.P.R., has been appointed Asst. Supt. of the Locomotive Works at Kingston, Ont.

L. D. Parker, for 18 years General Supt. of the Postal Telegraph-Cable Co., died at Evanston, Ill., Mar. 19. He was born in Canada in 1837.

W. Kelley, formerly General Passenger Agent of the Niagara Gorge Ry., has been appointed New England Passenger Agent for the Wisconsin Central.

John Tough, local manager at Montreal for the Sheddell Forwarding Co., was stricken with paralysis in Toronto, Mar. 12, and died died there a week later.

Frank Lally, the old-time lacrosse player and manufacturer of lacrosse sticks, has been appointed Superintendent of the Cornwall canal, vice J. Ramsay, retired.

G. H. Ham, of the C.P.R. advertising department, returned to Montreal about the middle of March, after having been seriously ill at Winnipeg for several weeks.

Lord and Lady Mount-Stephen, who have left London for Paris on their way to the Riviera, intend to spend next winter at Bombay with Lord and Lady Northcote.

Lieut.-Col. R. L. Nelles, G.T.R. freight agent, Toronto, has resigned the command of the 37th Regt., Haldimand Rifles, and has been placed on the reserve of officers.

Among the subscribers to the memorial to be erected at Kingston to the late Sir Geo. Kirkpatrick are six of his fellow directors on

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ment. A. R. Evans succeeds Mr. Anable as Travelling Freight Agent at Montreal.

Grant Hall has been appointed General Locomotive Foreman of the Winnipeg shops, succeeding S. G. Pentland, who has been given charge of the Calgary shops.

Sydney Haywood has been appointed passenger representative at the Pan-American Exposition. He was formerly in the Co.'s service at Calcutta.

Central Ontario Ry.—J. D. Rowe has been appointed Treasurer from April 1, succeeding R. H. Spencer, who has resigned to enter the service of the Eastern Audit Co., of Boston, Mass.

Central Vermont.—E. D. Thomson, for many years in the G.T.R. service, has been appointed secretary to R. S. Logan, Vice-President and General Manager of the C.V.R.

Grand Trunk.—W. G. Brownlee, assistant superintendent, 5th 6th and 7th districts, with headquarters at Belleville, Ont., has been transferred to the 1st, 2nd and 3rd districts, with headquarters at Island Pond, Vt., and will have charge of all employees and matters pertaining to train and station service.

C. H. Bevington, train-master of the 1st district at Island Pond, Vt., has been transferred to 2nd, 3rd and 4th districts, with headquarters at Bonaventure Station, Montreal, reporting directly to assistant superintendent in matters pertaining to 2nd and 3rd districts.

W. W. Ashall, train-master 2nd, 3rd and 4th districts, with office at Montreal, has been transferred to 5th, 6th and 7th districts, with office at Belleville.

F. R. Porter, chief clerk in the Division Freight Agent's office at Hamilton, has been appointed city freight agent, succeeding A. Cowan, appointed travelling agent of the North West Transportation Co.

H. C. Martin, chief rate clerk of the general freight department of the G. T. Western Ry. at Chicago, has been appointed chief clerk of the same department, and is succeeded by C. B. Chapman, heretofore travelling freight agent.

W. H. Spicer, heretofore travelling freight agent, succeeds Mr. Chapman, with office

at Battle Creek, Mich.

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Niagara, St. Catharines and Toronto.—E. F. Seixas has been appointed General Manager, with office at St. Catharines, succeeding F. A. Cheney.

Northern Navigation Co. of Ontario.—F. P. Belcher has been appointed Travelling Agent, with headquarters at Vancouver, where he has been transferred from Toronto, where he represented both the N.N. Co. and the North West Transportation Co.

North West Transportation Co.—A. Cowan, heretofore soliciting freight agent of the G.T.R. at Hamilton, has been appointed Travelling Agent of the N.W.T. Co., with headquarters at Toronto.

Pennsyvania.—E. D. McKenzie, former

ly travelling agent for the Empire Line, has

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Capt. Robertson, of Sarnia, Ont., who has been on the Empire and Monarch steamers of the Northwest Transportation Co., has resigned after serving the Co. for 20 years. J. E. Shaughnessy, who recently resigned the purchasing agency of the Minneapolis, St. Paul and Sault Ste. Marie Ry., has gone into the railway supply business at Minneapolis.

Capt. C. Starkey, for many years in command of the s.s. David Weston, and later of the s.s. Victoria, of the Star Line on the St. John river, N.B., died recently in New York, aged 57.

Miss Annie Galt, youngest daughter of the late Sir A. T. Galt, and sister of E. T. Galt,

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President of the Alberta Ry. and Coal Co., will be married in June to Dr. Harvey Smith, of Winnipeg.

C. W. Watson, who is closely identified with H. Everett in numerous telephone and street railway enterprises in Cleveland and vicinity, was married recently to Miss Breckinridge, of Hamilton, Ont.

W. Grierson, who was in charge of the car and wood-working department of the Dominion Atlantic Ry. from its inception until within the past few years, died at Kentville, N.S., Mar. 27, aged 78.

Geo. Lumsden, locomotive engineer, who was severely injured in the C.P.R. accident at St. Polycarp, Mar. 14th, is a cousin of H. D. Lumsden, C.E., and of Sir Peter Lumsden of Afghanianian fame.

Capt. R. McInosh, who died at New Glasgow, N.S., Feb. 27, aged 67, was for many years in command of vessels owned by J. W. Carmichael & Co. of that town, retiring from the Helga about a year ago.

Miss Nellie Egan, daughter of J. M. Egan, President of the Central of Georgia Ry., and formerly General Superintendent of the C.P.R. at Winnipeg, died at Savannah, Ga., Mar. 14, as the result of an operation.

L. A. Hamilton, ex-Land Commissioner of the C.P.R., left Toronto for Europe, April 4, expecting to be absent for about three months. Mrs. Hamilton will leave about the end of April to join him in England.

M. McGovern, eldest son of J. McGovern, track master of the I.C.R. at Campbellton, N.B., has had one of his legs amputated in consequence of having had it crushed when getting off a train at Cedar Hill, N.B.

R. Gray, ex-station master of the G.T.R. at Stuart St., Hamilton, recently sued the Co. for \$100 damages for alleged wrongful dismissal and lost the case in the Division Court. He is now suing for \$200 in the County Court.

W. W. Colpitts, assistant to the Chief Engineer of Construction of the C.P.R. at Winnipeg, has been appointed assistant to the Chief Engineer in charge of construction on the Kansas City, Mexico and Orient Rd., at Kansas City.

A. W. Ross, ex-M.P. for a Manitoba constituency, died at Toronto Mar. 23. He was at one time Vice-President of the Manitoba and North Western Ry., and was a member

of the Howland syndicate, which offered to build the C.P.R. Baltimore despatches say that F. D. Underwood, first Vice-President of the Baltimore and Ohio Rd., and formerly General Manager of the Minneapolis, St. Paul and Sault Ste. Marie Ry., has been offered the Presidency of the Erie Rd.

At a recent general meeting of the Perish, West Australia, Electric Tramways Co., in London, England, the Chairman expressed high appreciation of the services of the Manager and Engineer, H. J. Sonerset, formerly of the Winnipeg Electric Ry.

B. E. Charlton, who died at Hamilton Mar. 12, was one of the directors of the Hamilton Steamboat Co. at its formation, continuing on the board for several years. He was a director of the Hamilton St. Ry. from 1885 to 1899, and President from 1896 to 1897.

Mrs. Ecclestone, who died at Hamilton, Mar. 18, was the mother of Mrs. S. R. Callaway, wife of the President of the New York Central Ry., and of Mrs. W. R. Callaway, wife of the General Passenger Agent of the Minneapolis, St. Paul and Sault Ste. Marie Ry.

B. W. Folger, Jr., who has been appointed General Superintendent of the Brooklyn Rapid Transit Co., is about 30 years of age. For several years past he has been Traffic Manager of the Thousand Islands and St. Lawrence Steamboat Co., with headquarters at Kingston, Ont.

A. Cowan soliciting freight agent for the General Superintendent of the North-West Transportation Co., is about 30 years of age. For several years past he has been Traffic Manager of Hamilton with an address and \$600. The local freight staff of the G.T.R. gave him a handsome travelling bag.

W. S. Stout, Vice-President and General Manager of the Dominion Express Co., who resigned to become general agent of the North-West Transportation Co., was presented by the business men of Hamilton with an address and \$600. The local freight staff of the G.T.R. gave him a handsome travelling bag.

England before returning to Canada, and is not expected here until June.

L. A. Sauve, Superintendent of the Sault Ste. Marie Canal, was recently fined for having exceeded his duty as a Justice of the peace. A number of residents of Sault Ste. Marie that he had acted in good faith and in the public interest, presented him with a purse to reimburse him for the amount of the fine and costs.

A. Hilton, who has been appointed Assistant General Passenger Agent of the Kansas City, Fort Scott and Memphis Rd., has spent nearly all his railroad life in the service of the Chicago and Alton. He was born at Hamilton, Ont., in 1863, and entered the service of the Great Western of Canada, in 1877. Two years later he took service with the Chicago and Alton.

Jno. Hislop, Chief Engineer of the White Pass and Yukon Ry., was killed in Chicago, Feb. 22, while boarding a suburban train on the Chicago, Rock Island and Pacific Ry., at 71st street. He was in Chicago on his wedding tour and a few minutes before the accident had been visiting at the home of his brother-in-law.

O. Lytle, who died at Barrington, Que., Mar. 30, aged 77, was probably the oldest station agent on the G.T.R. He was appointed in 1853, and kept at his post until two years ago, since which one of his daughters has filled the position. Among his sons is A. C. Lytle, Supt. and General Freight and Passenger Agent of the Oxford Mountain Ry., at Eastman, Que.

John H. Whitman died at Chicago Mar. 19 of pneumonia, aged 78. He went to Chicago in 1865 as Western Passenger Agent of the Grand Trunk and Great Western roads, and was afterwards Western Agent for the Niagara Short Line. With the reorganization of the G.T. system he went into the general offices of the passenger department, where he remained until his death.

W. C. Hall recently resigned his position as Superintendent of the C.P.R. at Quebec, having undergone an operation, and in consequence finding that he was unable to properly attend to his duties. He hopes in a few months' time, should his eyesight become improved, to resume duty in some other capacity, as his relations with the Co. have not been completely severed.

H. C. Symmes, contractor, died at Drummondville, Ont., Mar. 9. The Welland canal, the Toronto water works, the cantilever bridge at Niagara Falls, the Chignecto ship railway,

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Coast-Boundary Railway in B.C.

The British Columbia Government recently invited offers for the construction of a Coast-Boundary railway to be submitted to them by April 15. The Co., desiring to construct the line must pay the Government 4% of the gross earnings of the road, such percentage to be a first charge on the railway; all contracts to be subject to the approval of the Lieut.-Governor-in-Council, who will also approve of all material used in the construction of the road; no aliens to be employed unless it can be shown to the Lieut.-Governor-in-Council that the road cannot be built without them; a daily ferry must be operated to some point on Vancouver Island from the mainland and all rates are to be subject to the supervision of the Lieut.-Governor-in-Council.

In the spring of 1898 the Government voted a cash subsidy of \$4,000 per mile to the Victoria-Vancouver and Eastern Ry. Co., which had been incorporated to construct a line from the mouth of the Fraser River, proceeding along its southern bank, thence through the Similkameen country to the eastern boundary of the Province. On the strength of this subsidy it is claimed that work was commenced at several points along the proposed line. The Semlin-Cotton Government revoked the subsidy and claimed that the work done was confiscated, and that the charter was forfeited by reason of the fact, among others, that the Co. had not obtained a subsidy from the Dominion Government. The Co. have also a Dominion charter, and is negotiating with the Ottawa Government for a subsidy; and holds that the powers under Provincial charter have not lapsed. The V. V. & E. Ry. Co. has behind it Mackenzie & Mann, and the Great Northern Ry., U.S.A., as the following telegram addressed to E. V. Bodwell, Victoria, shows:

"New York, March 21.—If you think it advisable you may announce that the Great Northern Ry. and Mackenzie & Mann are equally interested in the V. V. & E. Ry. Co. stock. (Signed),

"J. J. HILL,

"WM. MACKENZIE."

This Co. asked for a renewal of the subsidy, and those interested in the development of the country through which the line will pass have petitioned in favor of it, asking the Government to secure the building of the line by a Co. independent of the C.P.R. The petitioners further ask that the Government do not give a charter to the C.P.R. even if it offers to build without a subsidy, which it is reported it has offered to do.

The C.P.R. is interested in two bills before the Legislature, one of which is to incorporate the Coast-Kootenay Ry. Co., and the other to authorize the construction of a Vancouver-Grand Forks line.

The V.V. and E. is projected to cross the Fraser River at Westminster, then running along the south bank of the river through an agricultural country to Hope landing. From here, where the mining regions commence, the line will leave the Fraser river and follow the windings of the Coquihalla river to Coldwater, where it will run the Nivins

the Copper and Kennedy mountain, Friday Creek and the Roche river mines. The line will follow the Similkameen to its confluence with the Okanagan. The survey now being made, of which J. H. Kennedy has charge as chief engineer, will leave the Similkameen at this point and follow up the Tonasket Bonaparte pass to Myers' Creek, down Myers' Creek to Rock Creek, and down that stream to Kettle river. In going this way the line will be carried across the mountains with nearly 1,000 ft. less climbing than by any other route.

The Manitoba Railway Contracts.

The question of the ratification of the agreement entered into by the Manitoba Government and the Northern Pacific Ry. Co., for the taking over of the lines owned and operated by that Co. in Manitoba, and of the agreement between the Government and the Canadian Northern Ry. Co. for their future operation (see R. and S.W., Feb., pg. 39), was the principal subject for discussion during the last session of the Manitoba Legislature. The act confirming the agreement with the N.P. was passed on Mar. 12, by a party vote of 23 to 12, after an amendment that the bill be read that day six months had been defeated by a similar vote. On the following day the bill ratifying the agreement with the C.N. was passed by 23 to 10. The Lieut.-Governor gave his assent to the first on Mar. 15, and to the second on Mar. 20.

From the time of the publication of the agreements with the railway companies there has been considerable discussion in all parts of the province and resolutions approving or disapproving of the Government's action were adopted for presentation to the Dominion Parliament which has to approve of the acts before they become operative. The most important of these gatherings was one held in the Winnipeg Opera House on Mar. 15, when a resolution was passed protesting against the confirming of the agreements and authorizing a deputation to go to Ottawa to oppose the legislation in the House of Commons. The resolution passed sets forth "that the said contracts are not in the interests of the Province of Manitoba, inasmuch as the said contracts do not secure the building of any additional railroads, and there is no positive assurance that they will bring about any regulation of rates, and inasmuch as they involve the Province of Manitoba in a liability which, if called upon to pay, would seriously embarrass the financial position of the Province, that the contracts should not be ratified unless and until the electors of the Province of Manitoba have had an opportunity of signifying their wishes at the polls with reference to the same." In conformity with this resolution a deputation waited on the Government and presented their views. They have also issued a pamphlet setting forth at length the grounds of their opposition. There is appended to the general statement of opposition an opinion signed by C. Robinson, K.C., Geo. F. Shepley, K.C., A. B. Aylesworth, K.C., Wallace Nesbitt, K.C., on the contracts, and the resolution of the Winnipeg

Ry. Co., and the agreement of Feb. 11 between the Manitoba Government and the C. N. Co. Other clauses give an option to the Provincial Government to acquire at any time during the 999 years of the lease, the N. P. lines in Manitoba with their rolling stock and equipments for \$7,000,000, and further provides that the C. N. may, in the mortgage, securing the bonds at the rate of \$20,000 per mile for its 290 miles of railway from Port Arthur to Rainy River, agree to such terms to amplify and carry out the provisions of the contract and such other terms as the Lieut.-Gov.-in-Council of Manitoba may deem necessary in the public interest, though the same may be at variance with any of the provisions of the contract. The second bill is a private one, to introduce which a petition was presented to have the usual rules dispensed with. It is this bill which was read a second time without discussion on April 15.

A deputation from Manitoba will appear personally and by counsel before the Railway Committee to oppose the bills when they come up.

Branch Lines in Manitoba.

The Manitoba Act of last session to grant aid for the building of branch lines in various parts of the province provides for the construction of 110 miles of line. The aid is to take the form of a guarantee of the first mortgage bonds of the lines constructed to the extent of \$8,000 a mile, and is accompanied by conditions as to the control of rates by the Government. The Act, passed on Mar. 28, provides that the aid guaranteed by the Greenway Government in 1898 to the Canadian Northern Railway Co. for the construction of a line from Sifton to a point on the Saskatchewan river shall be varied. Of this line 132 miles were to be in the N.W.T., and 22 miles have been built. The Act provides for the revoking of the guarantee of \$8,000 a mile to the 110 miles of this railway not constructed, and its application to aiding the construction of a similar mileage of branch lines within the province.

The lines to be constructed include the following:

From Brandon, northwesterly, about 50 miles.

From the terminus of the Waskada line towards Souris, about 12 miles.

From Carman to Union Point or some other point on the N. P. line, about 24 miles through the Bates district.

From Beaver to Neepawa, with short spur line of 8 miles to Gladstone.

A Big Jump for the Q. and L. St. J. R.

The following, copied from the Railroad Gazette, New York, will be "news" to Manager Scott:

"Quebec and Lake St. John.—The company has decided to build from Valcartice to St. Catharines, Ont., four miles."

It need hardly be said that the distance between the Q. & L. St. J. Ry., and St. Catharines, Ont., is something over 500 miles.

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exceeding \$10,000 per mile of line built, for such term as may be fixed by the Governor-in-Council at $3\frac{1}{2}\%$ interest and $1\frac{1}{2}\%$ sinking fund, the principal being secured on a first mortgage of the franchise, the land, buildings, railroad, rolling stock, etc.; and the interest being a first charge on all receipts and revenues. If default be made in the payments the road can be seized under foreclosure and sold; and the contractor has the right to pay off the mortgage by pay-

ment of the amount lent, less \$3,200 a mile (that being the subsidy offered for the building of this road under a statute of 1886), together with any sums paid as a sinking fund. The freight and passenger rates are to be subject to the approval of the Governor-in-Council, who may also appoint two directors on the Board.

The Boundary Auto-Traffic and Transportation Co. has been incorporated under the British Columbia Companies' Act with a capital of \$25,000, being given power among other things to operate steamboats and other vessels.

April 1901

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and operated by that Co. in Manitoba, and on the agreement between the Government and the Canadian Northern Ry. Co. for their future operation (see R. and S.W., Feb., pg. 39), was the principal subject for discussion during the last session of the Manitoba Legislature. The act confirming the agreement with the N.P. was passed on Mar. 12, by a party vote of 33 to 12, after an amendment that the bill be read that day six months had been defeated by a similar vote. On the following day the bill ratifying the agreement with the C.N. was passed by 23 to 10. The Lieut.-Governor gave his assent to the first on Mar. 15, and to the second on Mar. 20.

From the time of the publication of the agreements with the railway companies there has been considerable discussion in all parts of the province and resolutions approving or disapproving of the Government's action were adopted for presentation to the Dominion Parliament which has to approve of the acts before they become operative. The most important of these gatherings was one held in the Winnipeg Opera House on Mar. 15, when a resolution was passed protesting against the confirming of the agreements and authorizing a deputation to go to Ottawa to oppose the legislation in the House of Commons. The resolution passed sets forth

... that the said contracts are not in the interests of the Province of Manitoba, inasmuch as the said contracts do not secure the building of any additional railroads, and there is no positive assurance that they will bring about any regulation of rates, and inasmuch as they involve the Province of Manitoba in a liability which, if called upon to pay, would seriously embarrass the financial position of the Province, unless and until the electors of the Province of Manitoba have had an opportunity of signifying their wishes at the polls with reference to the same." In conformity with this resolution a deputation waited on the Government and presented their views. They have also issued a pamphlet setting forth at length the grounds of their opposition. There is appended to the general statement of opposition an opinion signed by C. Robinson, K.C., Geo. F. Shepley, K.C., A. B. Aylesworth, K.C., Wallace Nesbit, K.C., on the contracts; and the resolution of the Winnipeg Board of Trade, which has been assented to by 65 public meetings in various parts of the Province.

The Dominion Parliament has the agreements before it in two bills, both of which have been given a second reading, the first before the Easter recess, and the second April 15, and will now go before the Railway Committee for consideration. The first bill was introduced by Mr. McCrea to confirm agreements between the Canadian Northern Ry. Co. and the Manitoba and Southwestern Ry. Co., and Ontario and Rainy River Ry. Co. s.t. which was subsequently added clauses confirming the agreement of Jan. 15 between the Manitoba Government and the Northern Pa-

A deputation from Manitoba will appear personally and by counsel before the Railway Committee to oppose the bills when they come up.

Branch Lines in Manitoba.

The Manitoba Act of last session to grant aid for the building of branch lines in various parts of the province provides for the construction of 110 miles of line. The aid is to take the form of a guarantee of the first mortgage bonds of the lines constructed to the extent of \$8,000 a mile, and is accompanied by conditions as to the control of rates by the Government. The Act, passed on Mar. 28, provides that the aid guaranteed by the Greenway Government in 1898 to the Canadian Northern Railway Co. for the construction of a line from Sifton to a point on the Saskatchewan river shall be varied. Of this line 132 miles were to be in the N.W.T., and 22 miles have been built. The Act provides for the revoking of the guarantee of \$8,000 a mile to the 100 miles of this railway not constructed, and its application to aiding the construction of a similar mileage of branch lines within the province.

From Brandon, northwesterly, about 50 miles, the lines to be constructed include the following :
From the terminus of the Waskada line towards Souris, about 12 miles.
From Carman to Union Point or some other point on the N.P. line, about 24 miles through the Bates district.
From Beaver to Neepawa, with short spur line of 8 miles to Gladstone.

A Big Jump for the Q. and L. St. J. R.

The following, copied from the Railroad Gazette, New York, will be "news" to Manager Scott :

"Quebec and Lake St. John.—The company has decided to build from Valcartier to St. Catharines, Ont., four miles."

It need hardly be said that the distance between the Q. & L. St. J. Ry., and St. Catharines, Ont., is something over 500 miles. What the Co. is doing is building from Valcartier, not Valcartier, to St. Catharines, Que., not Ont., a distance of about 4 miles. This cut-off will save 1/4 miles in distance, and will reduce the grades about 6-10's of 1%.

Hereafter the Baltimore & Ohio Rd. will not engage engine-drivers weighing 200 lbs. or over, although those now in the employ of the Co. will not be dismissed for this cause. The reason for the rule is said to be the narrowing of the space for the engine-driver caused by the extension of the boiler through the cab of the newer types of engine, & large engine-drivers might not be able to move rapidly enough in emergencies.

May 1901

RAILWAY APPOINTMENTS, ETC.

Canadian Pacific.—The positions of Manager of Eastern Lines and Manager of Western Lines were abolished on May 1.

W. Whyte, heretofore Manager of the Western Lines, has been appointed Assistant to the President, and will perform such duties as may be assigned to him from time to time by the President. His office will be at Winnipeg. He will advise and assist the President in all matters connected with colonization, proposed extensions of the Co.'s railway system, the development of industries along the Co.'s lines, the establishment of new business connections and the administration of the Co.'s lands, townships and other properties of that description.

The large extent of territory remote from headquarters, the rapid development of the west, and the variety of interests the Co. has in the territory west of the Great Lakes renders it necessary to have some one familiar with the needs of the west to advise the President and keep him informed in all matters affecting the interests and prosperity of the Co. and the country. One of the first duties of Mr. Whyte in his new position will be to visit Russia. He will leave early in June for England on his way to St. Petersburg, whence he will travel over the trans-Siberian Ry. to Vladivostock, returning to Canada by way of the Pacific. He will thoroughly investigate the trade possibilities, and should his report be favorable it is probable that the Co. will establish a steamship service between Vancouver and Vladivostock. As the Co. was the pioneer of up-to-date steamship service between this continent and Japan and China, it is fitting that it should be the first to make connection with the Pacific terminus of the trans-Siberian Ry.

T. Tait, heretofore Manager of the Eastern Lines, has been appointed Manager of Transportation for all lines, with office at Montreal. He will have general supervision on all lines of all train, station and yard services, and of the distribution and handling of locomotives and cars. The general superintendents will report to him on all these matters. All improvements and additions to transportation facilities, such as stations, freight sheds, yards, sidings, signals, etc., will be submitted to him for approval. The Superintendent of Car Service, the Car Accountant, the Chief Inspector of Time Service, and the Station and Weighing Inspector will report direct to him.

Since May 1 the C.P.R. has been operated in six general divisions, as follows:—

Atlantic Division—All lines east of Megantic.

Eastern Division—All main lines between Megantic, Newport, Quebec, Smiths Falls and Chalk River inclusive, and all branch lines connected therewith.

Ontario Division—All main lines west of Smiths Falls to Windsor and Owen Sound, and all branch lines connecting therewith, and Detroit and Windsor car ferry service.

Lake Superior Division—All main lines be-

The territory heretofore included in the Ontario and Quebec Division, has been divided between the new Eastern and Ontario divisions, and the Lake Superior division has been created out of the Western portion of the old Eastern Division. The mileage of the new divisions is as follows:—

Atlantic	689.2 miles.
Eastern	1,287.1 "
Ontario	774.1 "
Lake Superior.....	979.3 "
Western	3,653.6 "
Pacific	889.6 "
	7,982.9 "

The mileage of the Atlantic, Western and Pacific divisions has not been changed. The Lake Superior Division, 979.3 miles, has been taken out of the old Eastern Division, and 485.1 miles heretofore in the Ontario Division, have been transferred to the new Eastern Division, making the latter 494.2 miles less than the old Eastern Division. The new Ontario Division has 774.1 miles, against 1,259.2 formerly in the Ontario and Quebec Division.

The following appointments went into effect

May 1:—

J. Osborne, heretofore General Superintendent of the Western Division, to be General Superintendent of the Atlantic Division, with office at St. John, N.B.

C. W. Spencer to be General Superintendent of the Eastern Division, with office at Montreal, his title being the same as he has hitherto had.

H. P. Timmerman, heretofore General Superintendent of the Atlantic Division, to be General Superintendent of the Ontario Division, with office at Toronto.

T. Williams, heretofore Superintendent at London, to be General Superintendent of the Lake Superior Division, with office at North Bay.

J. W. Leonard, heretofore General Superintendent of the Ontario and Quebec Division, to be General Superintendent of the Western Division, with office at Winnipeg.

R. Marpole remains in his position as General Superintendent of the Pacific Division, with office at Vancouver, B.C.

The general superintendents will report to the General Manager in regard to maintenance of track, bridges, buildings and rolling stock, and on general matters under their jurisdiction. As mentioned above, in the paragraph relating to the duties of the Manager of Transportation, they will report to him on all matters under his jurisdiction.

The Eastern division has been sub-divided, and will be operated as follows:—

H. B. Spencer, Superintendent at Ottawa, in charge of Hull and Ottawa terminals, of Chalk river section, including Chalk river, of Prescott and Brockville branches, of M. and O. section, and the Point Fortune branch.

W. J. Singleton, Superintendent at Montreal, in charge of Montreal terminals, and of Smith's Falls section, including Smith's Falls. The Montreal terminals are extended to include Adirondack Jet. Administrator at Farm-

Train despatchers' offices will be located at Toronto instead of Smith's Falls and London. Superintendent Brady has moved train despatchers A. L. Smith, W. H. Killingsworth and J. K. Savage from London to Toronto. They will continue despatching the London and Windsor sections and the Ingersoll and Guelph branches as heretofore. Despatchers W. H. Allison, G. T. Rooke and C. A. jelly remain in Toronto and have been transferred from Mr. Price's jurisdiction to Mr. Brady's. They will continue despatching over the Owen Sound section and the Guelph, Elora, Orangeville, Teeswater and Wingham branches as heretofore. Chief Despatcher G. Spencer and train despatchers J. Benedict, J. D. Sullivan and H. E. Kelly, heretofore under Mr. Brady's jurisdiction at Smith's Falls, have been moved to Toronto and transferred to Mr. Price. They will despatch between Toronto and Smith's Falls. G. Spencer has been appointed Chief Despatcher of the Ontario Division, and will have jurisdiction over all the other despatchers above mentioned. Relieving despatchers R. R. Smart and F. J. Atkinson, heretofore under Superintendent Brady at Smith's Falls, have been transferred to Superintendent Price, being located at Toronto Jet. and Havelock, respectively, where they are employed as telegraphers while not engaged in train despatching. Despatchers J. H. Lawson, C. Robinson, C. W. Lott and W. W. Cook, at Smith's Falls, heretofore under Superintendent Brady, have been transferred to Superintendent Singleton, and for the present at least will remain at Smith's Falls. No changes are contemplated in the location of the despatchers on Superintendents H. B. Spencer and R. B. Jamieson's districts.

Following the changes in the General Superintendent's divisions, some alterations have been made in the districts assigned to the division engineers: D. MacPherson, heretofore division engineer of a portion of the old Eastern division, will in future be division engineer of the whole of the new Eastern division with office in Montreal. A. L. Hertzberg, heretofore division engineer of the old Ontario and Quebec division, will be division engineer of the new Ontario division, with office at Toronto. G. L. Wetmore, heretofore division engineer of the western portion of the Eastern division, with office at Schreiber, will have his jurisdiction extended over the whole of the Lake Superior division, and his headquarters will eventually be at North Bay.

It is understood that the changes in the general superintendent's divisions will be followed by the transfer of some of the master mechanics, namely: G. S. McKinnon from Toronto Jet. to Winnipeg; J. R. Sprague, from McAdam Jet. to Toronto Jet.; and C. R. Ord from Winnipeg to McAdam Jet.

A circular has been issued defining the duties of C. Drinkwater, Assistant to the President, with office at Montreal, who is also Secretary of the Co. He will give the President his co-operation and assistance in connection with all matters relating to legislation affecting the Co.'s affairs and the car-

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land on his way to St. Petersburgh whence he will travel over the Trans-Siberian Ry. to Vladivostock, returning to Canada by way of the Pacific. He will thoroughly investigate the trade possibilities, and should his report be favorable it is probable that the Co. will establish a steamship service between Vancouver and Vladivostock. As the Co. was the pioneer of up-to-date steamship service between this continent and Japan and China, it is fitting that it should be the first to make connection with the Pacific terminus of the trans-Siberian RY.

T. Tait, heretofore Manager of the Eastern Lines, has been appointed Manager of Trans-Atlantic Division for all lines, with office at Montreal. He will have general supervision on all lines of all train, station and yard services, and of the distribution and handling of locomotives and cars. The general superintendents will report to him on all these matters. All improvements and additions to transportation facilities, such as stations, freight sheds, yards, sidings, signals, etc., will be submitted to him for approval. The Superintendent of Car Service, the Car Accountant, the Chief Inspector of Time Service, and the Station and Weighing Inspector will report direct to him.

Since May 1 the C.P.R. has been operated in six general divisions, as follows:—

Atlantic Division—All main lines between Eastern Division—All main lines between Megantic, Newport, Quebec, Smiths Falls and Chalk River inclusive, and all branch lines connected therewith.

Ontario Division—All main lines west of Smiths Falls to Windsor and Owen Sound, and all branch lines connecting therewith, and Detroit and Windsor car ferry service.

Lake Superior Division—All main lines between Chalk River and Port Arthur, and all branch lines connecting therewith.

Pacific Division—All railway and steamboat lines west of Kootenay Landing and Laggan to Vancouver and New Westminster inclusive, and all branch lines connecting therewith.

Heretofore the line has been operated in five divisions, as follows:—

Atlantic Division	689.2 miles.
Ontario and Quebec	1,259.2 " "
Eastern	6781.3 "
Western	3,463.6 "
Pacific	889.6 "

Superintendent of the Atlantic Division, with office at St. John, N.B. C. W. Spencer to be General Superintendent of the Eastern Division, with office at Montreal, his title being the same as he has hitherto had.

H. P. Timmerman, heretofore General Superintendent of the Atlantic Division, to be General Superintendent of the Ontario Division, with office at Toronto.

F. Williams, heretofore Superintendent of the London, to be General Superintendent of the Lake Superior Division, with office at North Bay.

J. W. Leonard, heretofore General Superintendent of the Ontario and Quebec Division, to be General Superintendent of the Western Division, with office at Winnipeg.

R. Marpole remains in his position as General Superintendent of the Pacific Division, with office at Vancouver, B.C.

The general superintendents will report to the General Manager in regard to maintenance of track, bridges, buildings and rolling stock, and on general matters under their jurisdiction. As mentioned above, in the paragraph relating to the duties of the Manager of Transportation, they will report to him on all matters under his jurisdiction.

The Eastern division has been sub-divided, and will be operated as follows:—

H. B. Spencer, Superintendent at Ottawa, in charge of Hull and Ottawa terminals, of Chalk river section, including Chalk river, of Prescott and Brockville branches of M. and O. section, and the Point Fortune branch.

W. J. Singleton, Superintendent at Montreal, in charge of Montreal terminals, and of Smith's Falls section, including Smith's Falls. The Montreal terminals are extended to include Adirondack Jct.

R. R. Jamieson, Superintendent at Farmington, in charge of lines beyond Adirondack Jct., to Newport and Megantic inclusive, and of branch lines connecting therewith.

I. F. A. Robillard, Superintendent at Montreal in charge of Ottawa section east of Hockley, and of branch lines connecting therewith, of Quebec section and of branch lines connecting therewith.

The Ontario division has been sub-divided, and will be operated as follows:—

A. Price is appointed Superintendent of the Havelock, Toronto and Hamilton sections and Toronto terminals, with office at Toronto.

F. P. Brady is appointed Superintendent of all lines West and North of Toronto Junc., and Windsor-Detroit car ferries, with office at Toronto.

progress." Despatchers J. H. Lawton, C. Robinson, C. W. Loft and W. W. Cook, at Smith's Falls, heretofore under Superintendent Brady, have been transferred to Superintendent Singleton, and for the present at least will remain at Smith's Falls. No changes are contemplated in the location of the despatchers on Superintendents H. B. Spencer and R. B. Jamieson's districts.

Following the changes in the General Superintendent's divisions some alterations have been made in the districts assigned to the division engineers: D. MacPherson, the division engineer of a portion of heretofore division engineer of the old Eastern division, will in future be the old Eastern division, with office in the new division engineer of the whole of the new Eastern division with office in Montreal. A. L. Herzberg, heretofore division engineer of the old Ontario and Quebec division, will be division engineer of the new Ontario division, with office at Toronto. G. L. Weller, heretofore division engineer of the more western portion of the Eastern division, with office at Schreiber, will have his jurisdiction extended over the whole of the Lake Superior division, and his headquarters will eventually be at North Bay.

It is understood that the changes in the general superintendent's divisions will be followed by the transfer of some of the master mechanics, namely: G. S. McKimmon from Toronto Jct. to Winnipeg; J. R. Spragge, C. R. Ord from Winnipeg to McAdam Jct. A circular has been issued defining the duties of C. Drinkwater, Assistant to the President, with office at Montreal, who is also Secretary of the Co. He will give the President his co-operation and assistance in connection with all matters relating to legislation affecting the Co.'s affairs and the carrying out of the Co.'s policy with reference to subsidiary or controlled lines. He will perform such other duties as may be assigned to him from time to time, by the President. The headquarters of W. F. Tyc, Chief Engineer of Construction, have been removed from Winnipeg to Montreal. His duties include the construction of all new lines and all improvements of any size on existing lines, such as reducing gradients and curvature, and double tracking, and any other work which may be assigned to him by the President. He reports to the President direct.

W. R. Baker, heretofore Executive Agent at Winnipeg, has been appointed Assistant to the Second Vice-President, with office at Montreal.

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[MAY, 1901.]

E. J. Duchesnay, heretofore Superintendent of the Mountain, Shuswap, and Shuswap and Okanagan sections, with office at Revelstoke, has been appointed Assistant Superintendent of the Pacific Division, with office at Revelstoke. He will have charge of the maintenance of way and structures.

T. Kilpatrick has been appointed acting-Superintendent of the Mountain and Shuswap sections of the Pacific Division.

W. S. Nevins, heretofore travelling freight agent at Buffalo for the "Soo" line steamers running between Buffalo and Gladstone, Mich., has been appointed contracting freight agent on the Niagara frontier for the C.P.R.

C. E. Bunting, heretofore city ticket agent at Toronto, has been appointed chief clerk to the Assistant General Passenger Agent at Vancouver, being succeeded at Toronto by W. Wainright, heretofore city passenger agent, with the title of city passenger and ticket agent, the offices having been combined.

Central Vermont Ry.—C. A. Flight has been appointed Solicitor vice C. M. Wilds deceased.

Duluth, South Shore and Atlantic Ry.—T. H. Lattice having resigned the offices of commercial agent and assistant general passenger agent to accept a position with another company, M. Adson has been appointed General Agent, with office at Duluth, Minn.

Grand Trunk.—The following agents were installed during April: Helena, J. A. Talbot; Brosean's, Ict.; A. O. Talbot; St. Anne's, J. F. Gibson; St. Thomas Agency, A. J. Seaton; Buffalo Pass, Exchange St., E. N. Blood; Bellevue, J. E. Cook; Goodells, E. E. Dennis; West Bay City, H. Miller; Halstead St., R. E. Collier.

Great Northern of Canada.—Guy Tombs, travelling freight agent of the Central Vermont Ry., has been appointed General Freight and Passenger Agent of the G.N.R.

Intercolonial Ry.—Replies to R. L. Borden in the House of Commons, April 22, the Minister of Railways said E. G. Russell had been in the employ of the Department in connection with the I.C.R. during a portion of the present year. He was appointed Manager of the I.C.R. Feb. 15, to have charge of the mechanical department, the station and train service, and the maintenance of way and works, and he hereupon commenced duties. His salary commenced at that date and he had already drawn \$483.33 for one month of his salary, which was \$7,000 a year. The contract was for five years, was in writing, and notice of the appointment was given to the officials and employees of the I.C.R. on

Feb. 23. Mr. Russell had been absent from duty since Mar. 15. He became seriously ill, and was granted leave on account of ill-health, but without salary during his absence. Mr. Russell was still in the employ of the Department, and no arrangement had been made whereby his engagement should cease at an earlier date than was at first contemplated.

The Moncton Times (Opposition) says: "The absence of any information at headquarters here, in regard to the plans of the new operative chief of the I.C.R., E. G. Russell, has given rise to many surmises, and by some it has been thought that he would not return to Moncton. This may not, however, be the case. Indeed, it is now stated in railway circles that he will resume his duties on June 1. He has been resting in Buffalo, N.Y., for several weeks. It is said the attack of a gripe, from which he suffered seriously, affected his eyes, and at times it was almost impossible for him to see. That condition of affairs has now passed away, and if the latest report is correct, in another month Mr. Russell will be back at work again. The impression prevalent in some quarters is that Mr. Russell will make a considerable number of changes. The Times is informed that this impression will also materialize into a fact, and that the services of several officials will be dispensed with in rather unexpected quarters. Of course there will be big efforts made to prevent Mr. Russell's recommendations from going into practice. If it is considered, however, that the new official is practically in training for the position of General Manager of the government railway, the importance of his recommendations will have to be taken into consideration. There seems to be little doubt about Mr. Pottinger being translated into a new and higher sphere in the domain of government railways, and that Mr. Russell will become his successor has resolved itself merely into the question of time."

Montreal Street Ry.—M. J. Kennedy, who, since the departure of D. McDonald for Paris, has been acting superintendent, has had his appointment confirmed. He started with the old City Passenger Railway, some 20 years ago.

New York Central.—B. B. Denison has been appointed district passenger agent with headquarters at Niagara Falls, N.Y., in charge of passenger business in Niagara Falls, N.Y., Niagara Falls, Ont., Suspension Bridge, N.Y., Clifton, Ont., Lewiston and Niagara on the Lake.

New York Central and Hudson River Rd.—W. A. Wilson has been appointed General Canadian Freight Agent and West Shore Rd.

at Toronto, in charge of Canadian traffic for west of Sharbot Lake, on the C. P. R., and Kingston, Ont., on the G.T.R. His office will be 204 Board of Trade Building, Toronto. J. W. Hickson, of the Blue Line, have and H. N. Carpenter, of the Blue Line, have

"**GOD SAVE THE KING.**"

Ontario Jockey Club,

Woodbine Park,

TORONTO,

May 23, 24, 25, 27, 28, 29, 30, 31,
and June 2.

The Queen's Plate, Toronto Cup, Minto Handicap, Red Coat Race, Woodstock Stakes, May Handicap, Alexandra Purse, Hopewell Stakes, Liverpool Cup, Stanley Stakes, Valley Farm Handicap, Gomerack Purse, Thorncliffe Chase, Waterloo Handicap, Street Railway Purse.

Six Races Each Day.

Wm. Hendrie, W. P. Fraser,
President. Secretary-Treasurer.

TENDERS

FOR THE CONSTRUCTION OF THE MANITOULIN AND NORTH SHORE RAILWAY.

Tenders will be received at the Office of the General Superintendent, Sault Ste. Marie, Ont., up to May 10th, for the construction of a section of the Manitoulin & North Shore Railway, from a point on the north channel of the Georgian Bay to the falls of the Spanish River at the site of the Spanish River Pulp and Paper Company, a distance of about 10½ miles. Plans, profile and specifications may be seen at the office of the Chief Engineer, Sault Ste. Marie, Ontario. Tenders must be made on the printed forms supplied. The lowest or any tender not necessarily accepted.

5/10/

STEELE

Nation's Rail Roaring Lakes

connection also must be granted to Vancouver and New Westminster. Provision is made for the construction of a bridge over the Fraser at New Westminster, at a cost not exceeding \$500,000.

Electric Railway Statistics.

From returns received from the 35 electric railways of Canada, Geo. Johnson, Dominion Statistician, has compiled the following statement for the year 1900:—

The number of miles of electric railways in Canada was 681, an increase of 49 miles over 1899. The 35 electric railways in Canada carried 1,18,120,862 passengers in 1900, an increase of 14,007,203. This is equal to carrying every man, woman, and child in the country 21 times. The car mileage run was 30,924,355 miles, an increase of 1,277,508 over 1899.

The mileage run and the passengers carried show that for each mile run the roads carried 3.8 passengers, against 3.5 in 1899. The amount of paid-up capital invested in electric railways was \$20,633,000, and the bonded debt \$12,619,422.

The number of cars in active service was 1,642, an increase of 98 over 1899. The employees numbered 4,993, showing an increase of 164 over 1899. The total receipts for the year were \$5,422,751, and the expenses \$3,268,000.

The steam railways carried 17,122,193 passengers in 1900, so that the total passengers transported by rail was 135,252,055. Between them the steam and electric railways carried the whole population of Canada 25 times in the year, and the proportion was a little over 87 by electric and a little under 13 by steam in every hundred persons carried.

Since 1897 the number of passengers carried by the electric railways increased from \$3,811,000 to \$8,130,000, an increase of 347,319,000, which is equal to 41%, while those carried by steam railways increased from 13,742,454 to 17,122,193, an increase of 25%.

The expenses form about 67.50% of the gross earnings of the steam railways, and about 60.27% of the gross earnings of the electric railways.

Mainly About People.

Mackenzie, Mann & Co., have given \$250 to the Winnipeg General Hospital. Lord Mount Stephen has contributed £1,000 to the National Victoria Memorial Fund.

Jas. Ross, Vice-President of the Montreal Street Ry., returned to Montreal, April 18, from England.

Jas. Ross, of Montreal, is building a hospital at Lindsay, Ont., on condition that the town will maintain it.

President Shaughnessy of the C.P.R. left Montreal, April 22, for England, expecting to return about the end of May. Captain R. M. Melville, R.N.R., general steamship agent, Toronto, was married on April 27, to Miss B. A. Pilsdworth.

Mrs. Crossen, widow of the late Jas. Crossen, proprietor of the Cobourg Car Works, died at Cobourg, April 18, aged 69.

G. A. Macdonald, C.P.R. General Stationery Agent at Montreal, was married April 30 to Miss I. C. Adams, at Cardinal, Ont.

H. St. Dizier's joint ticket agency in the Balmoral Hotel, Montreal, has been closed, the hotel having gone out of business.

J. J. Hill, President of the Great Northern Ry., U.S.A., will fish in the St. John River this summer, where he is having a house built.

Mrs. E. and Miss Tiffin left Toronto, April 30, for Moncton, N.B., where the Traffic Manager of the L.C.R. has taken a house. C.P.R. Bagagemaster Robinson, of Vancouver, has been appointed as the Vancouver representative of General Baggage Agent Morris.

Sir Chas. Rivers Wilson, President of the G.T.R., and Lady Wilson, arrived in New

York from England, May 13, en route to Canada.

F. H. Clergue, President of the Algoma Central Ry., has offered to contribute \$1,000, provided \$50,000 is raised, to aid Toronto University.

R. S. Lewis, Canadian passenger agent of the Lehigh Valley Rd., is again on duty after being laid up for several months as the result of an operation.

OFFICE DESKS.

Our STOCKS of

Roll Tops, Flat Tops in (double and single) High Desks, Tables, Revolving Chairs, Arm and Directors' Chairs.

IS THE

LARGEST

most elegant in design and finish to be found in Canada

OUR PRICES ARE RIGHT.

THE OFFICE SPECIALTY MFG. CO. LIMITED

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Edward L. Drewry

REDWOOD

C. Percy, formerly Treasurer of the G.T.R., has been appointed President of the Montreal and London Mining Co., succeeding W. Strachan, resigned.

The engagement is announced of Scott Griffin, of Toronto, to Miss Mabel H. Mackenzie, daughter of William Mackenzie, of Mackenzie, Mann & Co.

G. W. Vaux, Assistant General Passenger Agent of the G.T.R. at Chicago, has been elected a member of the executive committee of the Chicago Railway Association.

Wm. Lethbridge, who was largely interested in the Alberta Ry. and Coal Co., and after whom the town of Lethbridge, Alta., was named, died recently in England.

J. J. Hill and C. H. Tweed have resigned from the directorate of the Baltimore and Ohio Rd., their places being taken by J. Rea and J. McCrea, of the Pennsylvania Rd.

Sir Robert Gillespie, of the firm of Gillespie, Moffatt & Co., of London and Montreal, who died at Brighton, Eng., recently, aged 82, was for many years a director of the G.T.R.

Lieut. H. Z. C. Cockburn, of Toronto, who has been awarded the V.C. for conspicuous bravery in South Africa, is a brother-in-law of T. Tait, Manager of Transportation of the C.P.R.

The Dominion Express Co.'s employees have contributed \$139.50 towards the erection of a fountain at Kingston, Ont., as a memorial to the late Sir Geo. Kirkpatrick, who was President of the Co.

J. Oborne, General Superintendent of the C.P.R., recently transferred from the Western to the Atlantic Division, will leave Winnipeg, about May 20, for St. John, N.B., accompanied by his family.

General Superintendent Leonard, of the C.P.R., left Toronto, April 30, for Winnipeg, to take charge of the Western Division. Mrs. Leonard and son will not remove to Winnipeg for some little time yet.

T. Glynn has resumed his duties as ticket agent for the Richelieu and Ontario Navigation Co. in Toronto. During last winter he was ticket agent for the Florida East Coast Rd. at Palm Beach, Fla.

Harry A. Norton has sailed from Boston for an extensive trip abroad, where he will visit the various agencies of the Norton ball-bearing fitting jacks in France, Germany, Italy, Russia and Sweden.

It is said J. J. Taylor, C.E., will have charge of the completion of the Midland Ry.'s bridge over the Shubenacadie river, N.S., taking the place of Chief Engineer Fowler, who is ill and unable to resume his duties.

C. Currie, formerly of London, Ont., has resigned the superintendence of the Consolidated Street Ry. of Cleveland, Ohio, to become General Manager of the Everett-Moore Syndicate, at Detroit, Mich.

L. M. McKay, heretofore general agent of the Lake Erie and Detroit River Ry. at Port Stanley, has been appointed assistant auditor, with office at Walkerville. He is succeeded at Port Stanley by Wm. Woollatt.

C. Haney, who died recently at Denver,

On leaving Galt recently to reside in Toronto, W. B. Lanigan, Assistant General Freight Agent of the Ontario Division of the C.P.R., was entertained at a public dinner and presented with a cabinet of solid silver.

Hon. T. R. Jones, who died at St. John, N.B., May 1, was at one time a director of the Consolidated European and North American Ry., and was one of the chief promoters of the St. John Cantilever Extension Ry. Co.

J. Markey, locomotive foreman of the G.T.R. at Brockville, has been recently transferred to Belleville, and on leaving was presented by the employes of the motive power department at Brockville with a silver tea service.

The New York Journal of Commerce says J. J. Hill, of the Great Northern Ry., is the chief holder of the stock of the Northern Pacific Rd., having, with his associates, Lord Strathcona and J. S. Kennedy, \$80,000,000 per cent. value of the stock.

Letters patent have been issued incorporating the Canadian Salt Co., with a capital stock of \$800,000. This is the company which has obtained an option on the salt wells of Ontario, and includes among its directors Sir Wm. Van Horne.

R. A. Corbet, chief clerk in the Assistant-General Passenger Agent's office of the C.P.R. at Vancouver, has been appointed assistant to H. Darling, Manager of the White Pass and Yukon Ry.'s steamers on the Yukon River, with office at White Horse.

J. F. Nelson, Secretary to the President of the C.P.R., has resumed his duties after leave of absence on account of ill-health. He has also been appointed chief-clerk in the President's office, succeeding H. E. Beasley, appointed Superintendent at Vancouver.

Lieut. Duncan Campbell of His Majesty's Lancashire Fusiliers, who has been given the Distinguished Service Order for gallantry in South Africa, is a grandson of the late Lieut.-Col. F. W. Cumberland, formerly General Manager of the Northern Ry. of Canada.

James Douglas Reid, who entered the telegraph service with the Atlantic and Ohio Telegraph Co., in 1847, and who had Andrew Carnegie under him as a messenger and operator, for some time, died in New York, April 28. Mr. Reid retired from telegraph work in 1890.

M. L. Flynn, who has resigned the position of Master Mechanic of the Michigan Central Rd. shops, at St. Thomas, after holding it for 20 years, was presented with a gold watch, chain and locket, and a gold-headed cane, May 1, by the men in the shops and the heads of the different departments located in St. Thomas.

C. E. Bunting, city ticket agent of the C.P.R., at Toronto, on leaving recently to act as chief clerk in the Assistant General Passenger Agents' office in Vancouver, was presented by the staff of the office with a suitcase, and by the Thursday Night Club with a silver mounted pipe.

J. C. Evans, who died at Buffalo recently, was born in Baltimore in 1809. In 1855 he with others formed the American Transportation of the Great Lakes

T. Tait, Manager of Transportation C.P.R., presided at the annual dinner of the American Railway Guild, at the Holland House, New York, April 23. Among the principal speakers were: Hon. M. A. Knapp, Chairman of the Interstate Commerce Commission, and Col. Christie, a prominent railway official from India.

Mrs. J. E. Quick, wife of the General Baggage Agent of the G.T.R., died at Toronto recently after a long illness, during the last six months of which she was confined to her house. She was born at Ann Arbor, Mich., 47 years ago. The funeral took place at Port Huron, Mich. The family consists of two daughters and a son.

Captain Oliver Maisonneuve died April 8, at Sandwich East, Ont., aged 88 years. At the age of 15 he carried passengers across the Detroit river in a canoe. He sailed on the great lakes 57 years, for many years being captain of the G.T.R. car ferry Great Western. He was captain of the first railway transfer that crossed the Detroit river, as also of the first that crossed St. Clair river.

Guy Tombs, who has been appointed General Freight and Passenger Agent of the Great Northern Ry. of Canada, entered railway service some eight years ago in the C.P.R.'s foreign freight department in Montreal, afterwards going to St. Hyacinthe as Secretary to the United Counties Ry. In 1897 he entered the service of the Central Vermont freight department in Montreal, since which he has been employed by the C.V. and G.T.R.'s in various capacities.

H. W. Edwards, for eight years resident engineer of the Great Northern Ry. at Spokane, designer of and in charge of the construction of the Cascade tunnel on that road, has resigned. He has also resigned the position of resident engineer of the Spokane Falls & Northern and of the Kootenay Valley railways. His successor at Spokane is Alex. Stewart, who has been resident engineer of the Great Northern and Montana Central railroads, with headquarters at Havre, Mont.

Joseph Robb, who retired from the G.T.R., after 42 years' service, in Oct., 1899, for the last 10 of which he was locomotive foreman at Brockville, died suddenly at Stratford, April 25. He was born at Airlie, Scotland, and before coming to Canada worked for 11 years on the old Scottish Midland and Scottish North-Western Ry.'s. J. Robb, Master Mechanic, St. Paul, Minn.; W. D. Robb, Master Mechanic, G.T.R., Toronto; and G. Robb, Master Mechanic, Canada Atlantic Ry., Ottawa, are sons of deceased.

Henry P. Timmerman, who has been appointed General Superintendent of the Ontario and Quebec Division of the C.P.R., was born at Odessa, Ontario, Nov. 6, 1850. He entered railway service, 1872, since which his record has been:—1872 to 1874, operator G.T.R.; 1874 to 1882, train dispatcher same road; 1882 to 1887, train dispatcher C.P.R. at Winnipeg; 1887 to 1890, assistant superintendent same road at Port Arthur, Ont.; 1890, when the New Brunswick Ry. was absorbed by the C.P.R., to April, 1901, General Superintendent Atlantic Division latter road at St. John, N.B.

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ern to the Atlantic ~~Navigation~~,¹ about May 20, for St. John, N.B., accompanied by his family.

General Superintendent Leonard, of the C.P.R., left Toronto, April 30, for Winnipeg, to take charge of the Western Division. Mrs. Leonard and son will not remove to Winnipeg for some little time yet.

T. Glynn has resumed his duties as ticket agent for the Richelieu and Ontario Navigation Co. in Toronto. During last winter he was ticket agent for the Florida East Coast Rd. at Palm Beach, Fla.

Harry A. Norton has sailed from Boston for an extensive trip abroad, where he will visit the various agencies of the Norton ball-bearing fitting Jacks in France, Germany, Italy, Russia and Sweden.

It is said J. J. Taylor, C.E., will have charge of the completion of the Midland Ry.'s bridge over the Shubenacadie river, N.S., taking the place of Chief Engineer Fowler, who is ill and unable to resume his duties.

C. Currie, formerly of London, Ont., has resigned the superintendency of the Consolidated Street Ry. of Cleveland, Ohio, to become General Manager of the Everett-Moore Syndicate, at Detroit, Mich.

L. M. McKay, heretofore general agent of the Lake Erie and Detroit River Ry. at Port Stanley, has been appointed assistant auditor, with office at Walkerville. He is succeeded at Port Stanley by Wm. Woollatt.

J. C. Henry, who died recently at Denver, Col., was the inventor of the trolley car. His early days were spent as an operator in the employ of the Montreal Telegraph Co.

General Superintendent Timmerman, of the C.P.R., has removed with his family from St. John, N.B., to Toronto. Before leaving St. John he was entertained at dinner at the Union Club by a number of leading citizens.

C. S. Baxter, who recently retired from the position of General Passenger Agent of the Canadian Pacific Navigation Co., has commenced business in Victoria as a customs broker, commission and general forwarding agent.

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J. C. Evans, who died at Buffalo recently, was born in Baltimore in 1869. In 1885 he with others formed the American Transportation Co., the pioneer of the Great Lakes corporations. Subsequently the firm of which he was a member organized the Evans line and built the first iron steamer on the lakes.

H. S. Holt, who was recently elected President of the Montreal Light, Heat and Power Co., was born in Dublin in 1855, and studied civil engineering there. After coming to Canada he spent some years in Western Ontario, and then was employed on the survey and construction of the western portion of the C.P.R. main line, afterwards becoming associated with Jas. Ross in contracting. He is President of the Montreal Park and Island Ry.

of the Cascade tunnel on that road, has resigned. He has also resigned the position of resident engineer of the Spokane Falls & Northern and of the Kootenay Valley railways. His successor at Spokane is Alex. Stewart, who has been resident engineer of the Great Northern and Montana Central railroads, with headquarters at Havre, Mont., and before coming to Canada worked for 11 years on the old Scottish Midland and Scottish North Western Ry.'s. J. Robb, Master Mechanic, St. Paul, Minn.; W. D. Robb, Master Mechanic, G.T.R., Toronto; and G. Robb, Master Mechanic, Canada Atlantic Ry., Ottawa, are sons of deceased.

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Press despatches recently stated that D. Willard had been appointed General Manager of the Baltimore and Ohio Rd., the vacancy being caused by the resignation of F. D. Underwood to become president of the Erie Rd. It is since reported that Mr. Willard has declined the appointment, and will go with Mr. Underwood to the Erie. Mr. Willard has been Assistant General Manager, going to the Baltimore & Ohio from the Soo line, where he was Superintendent. Previously he was connected with the Central Vermont and the Lake Shore & Michigan Southern.

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A New York despatch says:—“It is understood that an international bank, with a capital of not less than \$,000,000 and perhaps as much as \$2,000,000, is to be established in Havana by interests prominently identified with the Morton Trust Co., and the Cuba Co. Among the large stockholders of the latter corporation, of which Sir Wm. Van Horne is President, are several well-known Montreal financiers, a fact which makes it not improbable that capitalists interested in the Bank of Montreal may also be shareholders in the new financial institution to be established in the Cuban capital.”

Jas. W. Leonard, who has been appointed General Superintendent of the Western Division of the C.P.R., was born at Epsom, Ont., 1858. His record has been:—1872, to Aug., 1877, telegraph operator and agent Midland Ry. of Canada; Aug., 1877, to Dec., 1878, agent Victoria Ry.; Dec., 1878, to Mar., 1880, assistant manager same road; Mar., to June, 1880, assistant to General Superintendent Credit Valley Ry.; June, 1880, to Nov., 1883, General Passenger Agent, same road; Nov., 1883, to May, 1884, Master of Transportation Ontario and Quebec Ry.; May, 1884, to Mar., 1887, Superintendent C.P.R. at Toronto; Mar., 1887, to Mar., 1890, Superintendent at Kamloops; Mar., 1890, to Mar., 1893, Superintendent lines east of Montreal, same road; Mar., 1893, to April, 1901, General Superintendent Ontario and Quebec division, same road.

Thus: Tait, who has been appointed Manager of Transportation of the C.P.R., was born at Melbourne, Que., July 24, 1861, and entered railway service as a clerk in the audit office of the G.T.R., Sept., 1880, since which time his service has been:—July, 1881, to Oct., 1881, clerk in the office of the assistant to the President, Chicago and G.T. Ry.; Oct., 1881, to April, 1882, clerk in solicitor's office G.T.R., Belleville; April to Oct., 1882, clerk, General Manager's office, same road; Oct., 1882, to Sept., 1886, private secretary to Vice-President and General Manager C.P.R.; Sept., 1886, to May, 1887, clerk, General Traffic Manager's office, same road; May, 1887, to Feb., 1889, assistant superintendent, same road, at Moose Jaw, Assa.; Feb., 1889, to Mar., 1890, Superintendent Ontario division, Toronto, same road; Mar., 1893, to May, 1897, Assistant General Manager, same road; May, 1897, to April, 1901, Manager of lines east of Fort William, same road.

Sir Edward Watkin, who died in England recently, aged 82, began his railway career

of the Provincial Telegraph Co., which he left in 1866. After a short stay in the employ of the Montreal Telegraph Co., he entered the service of the G.T.R. From Mar., 1867, to Nov., 1878, he was in various positions as operator, ticket agent, relieving agent, dispatcher, and finally as travelling freight agent, having made an excellent record in all. From Dec., 1878, to Feb., 1884, he was agent for Canada for the Hoosac Tunnel Line, one of the Vanderbilt fast freight lines, and on the opening of the West Shore Rd. he was appointed General Canadian Agent. In May, 1896, that office was abolished and he was appointed Divisional Freight Agent of the road in Buffalo, retaining control of its Canadian interests.

An Englishman who has been visiting Ottawa tells a story about D. D. Mann which he vouches for as correct. He was when Mr. Mann was in China two years ago looking after a big railway concession. One evening at the club in Tien-Tsin an altercation broke out between a Russian and a French officers. Mr. Mann, who was present, was appealed to as umpire, and gave his decision in favor of the Frenchman. This so incensed the Russian that next morning he sent a second to Mr. Mann demanding satisfaction. Only for a moment was the sturdy Canadian railroadier surprised, and then, recollecting that according to the code governing duelling the choice of weapons lay with him, he promptly accepted the challenge, and named the national weapon of Canada, the axe, with which the duel should be fought. The Russian was simply flabbergasted. He had never heard of a duel fought with axes, and the prospect was not an inviting one. He sent his second to Mr. Mann again with an apology, expressing regret for his ebullition of bad temper, and the fight was called off.

Edmund Juchereau Duchesnay, who has been appointed Assistant General Superintendent of the Pacific Division of the C.P.R., was born in Quebec in 1854, his father, who died in 1870, being one of the seigneurs of the old French colony, and a Dominion senator. He went through the complete literary and scientific course of Laval University, and also took a complete short and long course of artillery, having joined B battery for that term. He holds diplomas as surveyor for Quebec, Ontario and the Dominion, and is a member of the Canadian Society of Civil Engineers. He was a member of the Quebec Government, belonged to the engineering staff during the construction of the Q.M. O. and O. Ry. between Quebec and Ottawa

1893 the steamer Lytton was the only connection between the C.P.R. main line and the Kootenay, including the Nelson, Rossland and Slocan districts. The Lytton's average load was two cars, and she made two trips a week. The connection with the south was by way of the Columbia river, and only four cars a day were brought in from Spokane. These figures represented the total supply for the Kootenay. Contrast this with the last three days of his connection with the country as superintendent of lines in the Nelson Division when they handled 100 cars a day out of Kooper Bay Landing west bound. This development had been brought about by much hard work on the part of the staff and the expenditure of money by the Co.

Wm. White, who has been appointed assistant to the President of the C.P.R., is a native of Charlestown, Fifeshire, Scotland, and was born Sept. 15, 1843. He commenced his railway career with the North British Ry. in 1861, and after two years service came to Canada, but it was not until 1865 that he secured his first railway position in this country. For a few months he was freight clerk on the G.T.R. at Cobourg, being transferred to Toronto in the same year. Since then his different appointments have been:—1865 to 1867, freight clerk, G.T.R., Toronto; 1867 to 1876, yardmaster, Toronto, same road; 1870 to 1871, night station agent, Toronto, same road; 1871 to 1874, freight and station agent, Stratford, same road; 1874 to 1881, in charge G.T.R. business at London; 1881, in charge of the freight offices and sheds at Toronto, same road; Nov., 1881, to Sept., 1883, assistant superintendent, central division, same road; Sept., 1883, to Aug., 1884, General Superintendent of the Toronto, Grey and Bruce Ry.; Aug., 1884, on the amalgamation of the T.G. and B. with the C.P.R., to May, 1885, General Superintendent, Ontario Division C.P.R.; May, 1885, to 1886, General Superintendent of the Eastern and Ontario divisions, same road; 1886 to May, 1887, General Superintendent of the Western division, same road, at Winnipeg; May, 1887, to April, 1901, Manager of C.P.R. lines from Port William to the Pacific coast.

Cornelius Shields has been appointed General Manager of the Dominion Coal Co. at Glace Bay, N.S., succeeding H. F. Donkin. The position also includes the management of the Sydney & Louisburg Ry. Mr. Shields was born at Albany, N.Y., Jan. 1, 1856. He entered railway service May, 1871, since which he has been consecutively to Mar. 9, 1882, on the Southern Minnesota Rd. and its

intendent Ontario and Quebec division, same road.

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Sir Edward Watkin, who died in England recently, aged 82, began his railway career in 1845, when he was appointed Secretary of the Trent Valley Ry. This brought him into connection with the London and North-Western Ry. Co. In 1861, at the desire of the Duke of Newcastle, he went to Canada on behalf of the Colonial Office, and commissioned by the great firms of Baring and Glyn, reorganized the G.T.R., becoming its President. Gradually he extended his sovereignty. Although he gave up the G.T.R. presidency some years ago, and did not retain the directorships of the Great Eastern and Great Western railways in England, which he once held, he still discharged for several years the duties incidental to the important posts which he occupied as chairman of the South-Eastern, the East London, the Manchester, Sheffield, and Lincoln, the Metropolitan, and the Neath and Brecon railway Companies and as chairman, ex-officio, of the Blackpool and the Oldham and Ashton-under-Lyne Ry. Companies.

W. A. Wilson, who has been appointed Canadian Freight Agent of the New York Central and West Shore railroads with office at Toronto, commenced railway work in 1863, at Port Dalhousie, Ont., on the Welland Ry.; now a part of the G.T.R., where he learned telegraphy. In 1865, he entered the service

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Capt. J. W. Troup, who has recently been appointed Manager of the Canadian Pacific Navigation Co., at Victoria, was presented with a sterling silver dinner set of 167 pieces, by the employees of the Nelson division, C.P.R., and steamboats, of which he was Superintendent; and by the citizens of Nelson with a silver fish set of 37 pieces, and a cut glass liquor set, on April 18, on leaving that town to take up the duties of his new office. Replying to the toast of his health Capt. Troup said it was on Mar. 19, 1892, that he first came to Nelson on the steamer Lytton. Since that time he had endeavored to bring the steamer service and later he train service up to the standard he thought they should attain. In

G.T.R. business at London; 1881, in charge of the freight offices and sheds at Toronto, same road; Nov., 1881, to Sept., 1883, assistant superintendent, central division, same road; Sept., 1883, to Aug., 1884, General Superintendent of the Toronto, Grey and Bruce Ry.; Aug., 1884, on the amalgamation of the T.G. and B. with the C.P.R., to May, 1885, General Superintendent, Ontario Division C.P.R.; May, 1885, to 1886, General Superintendent of the Eastern and Ontario divisions, same road; 1886, to May, 1887, General Superintendent of the Western division, same road, at Winnipeg; May, 1867, to April, 1901, Manager of C.P.R. lines from Fort William to the Pacific coast.

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Halifax and Yarmouth Railway.

The provision of railway accommodation between Halifax and Yarmouth, by what is called the South Shore route, has been before the Nova Scotian Legislature in different forms for some years past, and the net result of all efforts has been the construction of 51 miles of line between Yarmouth and Barrington by the Coast Ry. Co. of Nova Scotia, now the Halifax and Yarmouth Ry. Co., and the spending of about \$200,000 in abortive schemes in North Queen's County. By an Act just passed, the whole position has been changed, and the immediate construction of the line may now be reasonably expected.

By the new Act the Governor-in-Council may purchase the existing Yarmouth-Barrington line, and he is also authorized to accept any part of the line already built, and apply all the provisions of the Act thereto. The object of the insertion of these clauses is to ensure the entire 170 miles of line between Halifax and Yarmouth being under one management. The financial arrangements proposed provide for the loan by the Government, to a responsible contractor or company, of cash or Provincial debentures, not

Mr. April 1/901

W. Grierson, who was in charge of the car and wood-working department of the Dominion Atlantic Ry., from its inception until within the past few years, died at Kentville, N.S., Mar. 27, aged 78.

Geo. Lumsden, locomotive engineer, who was severely injured in the C.P.R. accident at St. Polycarp, Mar. 14th, is a cousin of H. D. Lumsden, C.E., and of Sir Peter Lamson, of Afghanisthan fame.

Capt. R. McIntosh, who died at New Glasgow, N.S., Feb. 27, aged 67, was for many years in command of vessels owned by J. W. Carmichael & Co. of that town, retiring from the Helder about a year ago.

Miss Nellie Egan, daughter of J. M. Egan, President of the Central of Georgia Ry., and formerly General Superintendent of the C.P.R., at Winnipeg, died at Savannah, Ga., Mar. 14, as the result of an operation.

L. A. Hamilton, ex-Land Commissioner of the C.P.R., left Toronto for Europe, April 4, expecting to be absent for about three months. Mrs. Hamilton will leave about the end of April to join him in England.

M. McGovern, eldest son of J. McGovern, track master of the I.C.R. at Campbellton, N.B., has had one of his legs amputated in consequence of having had it crushed when getting off a train at Cedar Hill, N.B.

R. Gray, ex-station master of the G.T.R. at Sturt St., Hamilton, recently sued the Co. for \$100 damages for alleged wrongful dismissal and lost the case in the Division Court. He is now suing for \$200 in the County Court.

W. W. Colpitts, assistant to the Chief Engineer of Construction of the C.P.R. at Winnipeg, has been appointed assistant to the Chief Engineer in charge of construction on the Kansas City, Mexico and Orient Rd., at Kansas City.

A. W. Ross, ex-M.P. for a Manitoba constituency, died at Toronto Mar. 23. He was at one time Vice-President of the Manitoba and North Western Ry., and was a member

of a recent general meeting on the subject of the proposed trans-Canada railway.

B. E. Charlton, who died at Hamilton Mar. 12, was one of the directors of the Hamilton Steamboat Co. at its formation, continuing on the board for several years. He was a director of the Hamilton St. Ry. from 1885 to 1899, and President from 1886 to 1897.

Mrs. Ecclestone, who died at Hamilton, Mar. 18, was the mother of Mrs. S. R. Callaway, wife of the President of the New York Central Ry., and of Mrs. W. R. Callaway, wife of the General Passenger Agent of the Minneapolis, St. Paul and Sault Ste. Marie Ry.

B. W. Folger, Jr., who has been appointed General Superintendent of the Brooklyn Rapid Transit Co., is about 30 years of age. For several years past he has been Traffic Manager of the Thousand Islands and St. Lawrence Steamboat Co., with headquarters at Kingston, Ont.

A. Cowan, soliciting freight agent for the G.T.R. in Hamilton, who resigned to become general agent of the North-West Transportation Co., was presented by the business men of Hamilton with an address and \$600. The local freight staff of the G.T.R. gave him a handsome travelling bag.

W. S. Stout, Vice-President and General Manager of the Dominion Express Co., who left Toronto, Feb. 1, for England, sailed from there toward the end of Feb. for South America, where he now is. He will probably visit England before returning to Canada, and is not expected here until June.

F. L. Wanklyn, Manager of the Montreal St. Ry., has returned from Jamaica, where, as Chairman of the Board of Construction of the West India Electric Co., he made an inspection of the Co.'s property. He says that 23 miles of the road are in operation, and that the system is in excellent condition.

ant General Passenger Agent of the C.P.R., has spent nearly all his railroad life in the service of the Chicago and Alton. He was born at Hamilton, Ont., in 1863, and entered the service of the Great Western of Canada, in 1877. Two years later he took service with the Chicago and Alton.

Jno. Hislop, Chief Engineer of the White Pass and Yukon Ry., was killed in Chicago, Feb. 22, while boarding a suburban train on the Chicago, Rock Island and Pacific Ry., at 71st street. He was in Chicago on his wedding tour and a few minutes before the accident had been visiting at the home of his brother-in-law.

O. Lytle, who died at Barrington, Que., Mar. 30, aged 77, was probably the oldest station agent on the G.T.R. He was appointed in 1853, and kept at his post until two years ago, since which one of his daughters has filled the position. Among his sons is A. C. Lytle, Supt. and General Freight and Passenger Agent of the Oxford Mountain Ry., at Eastman, Que.

John H. Whitman died at Chicago Mar. 19 of pneumonia, aged 78. He went to Chicago in 1865 as Western Passenger Agent of the Grand Trunk and Great Western roads, and was afterwards Western Agent for the Niagara Short Line. With the reorganization of the G.T. system he went into the general offices of the passenger department, where he remained until his death.

W. C. Hall recently resigned his position as Superintendent of the C.P.R. at Quebec, having undergone an operation, and in consequence finding that he was unable to properly attend to his duties. He hopes in a few months' time, should his eyesight become improved, to resume duty in some other capacity, as his relations with the Co. have not been completely severed.

H. C. Symmes, contractor, died at Drummondville, Ont., Mar. 9. The Welland canal, the Toronto water works, the cantilever bridge at Niagara Falls, the Chignecto ship railway,

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the Northern railway, and the development of power at Niagara Falls, are among the undertakings in which he took part. He was Vice-President of the Port Dalhousie, St. Catharines and Thorold Electric Ry.

Following is the railway record of Wm. Apps, Master Car Builder of the C.P.R., whose portrait appears on page 97:—May, 1881 to 1887, General Foreman Car Department, St. Paul, Minneapolis and Manitoba Ry.; Oct., 1887, to May, 1891, Master Car Builder Western Ry. of Alabama, and Atlanta and West Point Ry.; June, 1891, to Sept., 1891, Master Car Builder Chicago and Eastern Illinois R.R.; Oct., 1891, to Dec., 1895, Master Mechanic Illinois Central R.R. at Chicago; Dec., 1895, to date, Master Car Builder C.P.R.

E. A. Geiger, who has been promoted to the Superintendency of the Brockville, Westport and Sault Ste. Marie Ry., began his railway career as telegraph operator on the Georgian Bay and Lake Erie branch of the G.T.R. in 1881. After two years he went to Hamilton, and for four years was Vice-Principal of the Hamilton Business College. In 1888 he went to Brockville as Secretary for R. G. Hervey, Manager of the B. and W. R.R. Soon afterwards he was appointed Auditor, and in a short time he was also made General Passenger Agent.

J. D. Rowe, who has been appointed treasurer of the Central Ontario Ry., was born in Ameliasburg, Prince Edward County, Ont., Nov. 7, 1864. In 1878 he started as a clerk in a mercantile establishment, continuing in similar positions until 1889, with the exception of a course at Belleville Commercial College. On April 1, 1889, he entered the service of the C.O.R. as baggageman at Picton. After six months he was sent to Bloomfield as agent, and has since been employed at Ormsby, Trenton Junction and Trenton, being at the latter place for the past eight years.

H. C. Pearce, recently appointed Purchasing Agent of the Minneapolis, St. Paul and Sault Ste. Marie Ry., was born in Canada, June 1, 1865. He entered the service of the Minneapolis, Minnetonka and Lyndale Ry. in 1884, serving as brakeman, conductor and cashier. He became a clerk for the Superintendent of Construction for the Minneapolis, St. Paul and Sault Ste. Marie Ry. in Sept., 1887. After the road was built, he was transferred first to the Auditor's office, and then served for two years as chief clerk to the General Superintendent. He was appointed General Storekeeper Sept. 1, 1892.

Capt. Jas. Moffat, aged 77, a Port Huron, Mich., pioneer and old-time vesselman, well known all along the chain of lakes, died recently as a result of a stroke of paralysis. For over half a century he had been identified with Port Huron's interests, and in 1851 he started a ferry line between there and Sarnia, operating a house boat at first. He afterwards

Hays, of the S. P. Press reports say Mr. Fitzhugh has been appointed General Manager and a Vice-President of the S.P., but up to April 8 no official announcement had been made. Going west his car was badly smashed while being transferred to the car ferry at Windsor. He was not on board at the time.

Jas. H. Cameron, one of the pioneer ship-builders of the Great Lakes, died recently at Kenosha, Wis. He was well known to nearly every vessel owner on Lake Michigan. A Scotch-Canadian by birth he was raised on the banks of the St. John river, New Brunswick. From his earliest manhood he engaged in the business of shipbuilding, and when Chicago began to develop into a shipping center he went West and opened a small shipyard, where he built many of the early vessels which were used for the lake traffic. The schooner America, which recently went down on Lake Michigan, was one of the first boats turned out at his yard. After he had been in business in Chicago for some 10 years he went to Milwaukee in 1848, and for a while was engaged in shipbuilding there. In 1850 he went to Kenosha, and since that time he has resided there. At the time of his death he was in his 92nd year.

W. J. Singleton, who has been appointed Superintendent of the Ottawa division of the C.P.R., in addition to his previous duties as Superintendent of Montreal Terminals, is a native of Lancashire, Eng. He entered railway service Jan., 1865, since which his record has been:—Jan. 1865 to Dec. 1867, freight and passenger brakeman G.T.R.; Dec. 1867 to May 1871, freight conductor G.T.R.; May 1871 to June 1873, assistant agent and yard-master G.T.R.; June 1873 to Dec. 1882, Agent at Point St. Charles, G.T.R.; Dec. 1882 to April 1884, Agent C.P. Ry. at Ottawa; April 1884 to Jan. 1886, Agent C.P.R. at Hochelaga and train-master G.T.R. at North Bay; Jan. 1886 to Aug. 1892, Assistant Superintendent Chapleau Division C.P.R.; Aug. 1892 to Oct. 1896, Assistant Superintendent Montreal Terminals C.P.R.; Oct. 1896 to Mar. 1901, Superintendent Montreal Terminals, C.P.R.; Mar. 1901 to date, Superintendent Montreal Terminals and Ottawa, Division C.P.R.

P. R. Todd, who has been appointed second Vice-President of the New York, New Haven and Hartford Rd. in charge of traffic, was born at Toronto, and is a graduate of the Ottawa Collegiate Institute. He entered railway service as clerk and telegraph operator at Ottawa, in the office of the St. Lawrence and Ottawa Ry., which is now a part of the C.P.R. He was Canadian representative of the Ogdensburg and Lake Champlain Rd. for several years, and afterward was General Travelling Agent of the National Despatch Line at Chicago. In July, 1885, he entered the service of the New York, West Shore and Buffalo Rd. as commercial agent at Albany,

trainmaster until June, 1897, with the exception of a few months, during which he was connected with the C.C.C. and St. L. Ry. Entered service of the G.T.R.S., June, 1897, as trainmaster, Eastern division, Island Pond, Vt.; June, 1898, transferred to Belleville, Ont., as trainmaster, and in July, 1898, to Montreal as Superintendent Eastern division, which position he resigned Oct. 1, 1900, to accept a similar one with the Missouri Pacific at Ossawatomie, Kan. On April 1, 1901, he was appointed General Superintendent of the St. L., I.M. and S. Ry. and leased, operated and independent lines. The St. L., I.M. and S.R. comprises 1,773.77 miles of line, of which 490.19 are owned, the balance leased. The Missouri Pacific owns \$25,732,680 of the stock, leaving \$65,445 in the hands of the public.

Canadian Excursion Agreement and Pan-American Rates.

A meeting of passenger representatives of railway and steamship lines interested was held at the Queen's Hotel, Toronto, March 21 and 22, to revise and renew the Canadian excursion agreement, and to arrange Pan-American rates. The following were present:

Canada Atlantic Ry.—J. E. Walsh, A.G.P.A.

Canadian Pacific Ry.—C. E. E. Ussher, G.P.A., E. J. Hebert, chief clerk, A. V. Fabian, excursion clerk.

Central Vermont Ry.—J. H. Hawley, chief clerk.

Grand Trunk Ry.—G. T. Bell, G.P.A., H. G. Elliot, A.G.P.A., G. W. Vaux, A.G.P.A., M. C. Dickson, D.P.A., J. R. Melville, excursion clerk.

Great Northern Ry. of Canada.—Represented by J. E. Walsh, of C.A.R.

Intercolonial.—J. M. Lyons, G.P.A.

Lake Erie and Detroit River Ry.—T. Marshall, A.G.P.A.

Michigan Central Rd.—G. E. King, A.G.P.A., W. H. Underwood, G.E.P.A., S. H. Palmer, C.P.A.

Muskoka Navigation Co.—A. P. Cockburn, Manager.

New York Central Rd.—E. J. Richards, 1st A.G.P.A., H. J. Carter, G.A., G. C. Gridley, G.A.

Niagara Navigation Co.—J. Foy, Mgr., B. Cumberland, V.P.

Northern Navigation Co.—W. Askin, Mgr., F. C. Belcher, T.A.

Northwest Transportation Co.—J. D. Beatty, Mgr., A. Cowan, T.A.

Niagara, St. Catharines and Toronto Ry.—W. N. Warburton, T.M., G. M. Neelon, G.P.A.

New York and Ottawa Ry.—H. K. Gays, A.G.P.A.

Ottawa and Gatineau Ry. and Pontiac Pacific Jet. Ry.—Represented by J. E. Walsh, of C.A.R.

4-1901

ditor, and in a short time he was also made General Passenger Agent.

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Capt. Jas. Moffat, aged 77, a Port Huron, Mich., pioneer and old-time vesselman, well known all along the chain of lakes, died recently as a result of a stroke of paralysis. For over half a century he had been identified with Port Huron's interests, and in 1851 he started a ferry line between there and Sarnia, operating a house boat at first. He afterwards built a little boat called the Union, which in 1859 was succeeded by the Sarnia. In 1877 he, with D. N. Rumels, purchased the s'r. Beckwith for the route, and subsequently built the s'r. Omar D. Conger. He had also been interested in other vessel properties, and at one time controlled the Moffat Tug Line. He was connected with the ferry business for 40 years.

E. H. Fitzhugh, who retired from the Vice-Presidency and General Management of the Central Vermont Ry. Mar. 15, passed west through Toronto on his special car, Mansfield, a few days later. It was said that he was en route to San Francisco, but it is not known whether he went there. He returned east, passing through St. Thomas on April 3, and is reported to have gone to New York, from which place it was said he would proceed to New Orleans and go over the Southern Pacific to San Francisco with President

Superintendent of the Ottawa division of the C.P.R., in addition to his previous duties as Superintendent of Montreal Terminals, is a native of Lancashire, Eng. He entered railway service Jan., 1865, since which his record has been:—Jan. 1865 to Dec. 1867, freight and passenger brakeman G. T. R.; Dec. 1867 to May 1871, freight conductor G. T. R.; May 1871 to June 1873, assistant agent and yardmaster G. T. R.; June 1873 to Dec. 1882, Agent at Point St. Charles, G. T. R.; Dec. 1882 to April 1884, Agent C.P.R. at Ottawa; April 1884 to Jan. 1886, Agent C.P.R. at Hochelaga and train-master G. T. R. at North Bay; Jan. 1886 to Aug. 1892, Assistant Superintendent Chapleau Division C.P.R.; Aug. 1892 to Oct. 1896, Assistant Superintendent Montreal Terminals C.P.R.; Oct. 1896 to Mar. 1901, Superintendent Montreal Terminals C.P.R.; Mar. 1901 to date, Superintendent Montreal Terminals and Ottawa Division C.P.R.

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J. M. Herbert, who has been appointed Superintendent of the Missouri Pacific Ry.'s subsidiary, the St. Louis, Iron Mountain and Southern Ry., and leased, operated and independent lines, was born in Westmoreland Co., Pa., in 1863. He entered railway service with the Wabash, St. Louis and Pacific Rd., Mar., 1880, as night telegraph operator, and remained in the service of that Co. as telegraph operator, station agent, yard clerk, train dispatcher, chief train dispatcher, and

P.A. Canadian Pacific Ry.—C. E. E. Ussher, G.P.A.; E. J. Hebert, chief clerk, A. V. Fabian, excursion clerk.
Central Vermont Ry.—J. H. Hawley, chief clerk.
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New York and Ottawa Ry.—H. K. Gays, A.G.P.A.
Quebec Central.—J. H. Walsh, G.P.A.
Quebec Ry. Light and Power Co.—W. R. Russell, G.P.A.
Richelieu and Ontario Navigation Co.—T. Henry, T.M., H. F. Chaffee, W.P.A., W. F. Cloney, T.P.A.
Témiscouata Ry.—Represented by J. M. Lyons, of I.C.R.
Tilsonburg, Lake Erie and Pacific Ry.—A. L. Baker, G.P.A.
Toronto, Hamilton and Buffalo Ry.—F. F. Backus, G.P.A.
Stephenson, G.P.A.
Wabash Rd.—J. A. Richardson, C.P.A.
White Star Line, Detroit.—C. F. Belman, T.M.
International Traction Co., Buffalo.—J. E. Stephenson, G.P.A.
By invitation Action Burrows, Publisher RAILWAY AND SHIPPING WORLD.
J. H. Walsh, Q. C. Ry. was elected chairman, and A. V. Fabian, C.P.R., secretary.

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Mainly About People.

C. D. Howard, agent of the Canada Atlantic Transit Co., at Milwaukee, Wis., died there, Nov. 19.

Major F. F. Gourdeau, Deputy Minister of Marine, has been appointed honorary Lieutenant-Colonel, dating from Mar. 1 last.

Sir Thos. Lady and Miss Shaughnessy, recently paid a few days' visit to Sir Thomas' parents, in Milwaukee, Wis.

Colonel F. D. Grey, at one time President of the old Great Western Ry., Co. of Canada, died recently in England, aged 74.

N. N. Graham, formerly of Montreal, has been appointed General Manager of the electric street railway at Alexandria, Egypt.

John Strachan, General Agent of the Erie Rd. in Toronto for over 30 years, died at the Arlington Hotel, Toronto, Oct. 23, aged 66.

G. Caverhill, Montreal, has been appointed a director of the Richelieu and Ontario Navigation Co., succeeding the late H. Mackenzie, A. T. Trites, railway contractor, Salisbury, N.B., has secured a contract for the construction of 52 miles of railway in Maine, U.S.A.

Mrs. McLynn, widow of the late J. McLynn, who built part of the G.T.R. between Montreal and Toronto, died in Montreal recently.

J. H. Lorimer, President of the American Machine Telephone Co., and a native of St. George, Ont., died in Brantford, Ont., Nov. 6, aged 25.

Judge J. W. Babbitt, brother of G. W. Babbitt, Chief Train Dispatcher, Michigan Central Rd. at St. Thomas, Ont., died at Ypsilanti, Mich., Nov. 8.

Lord and Lady Mount Stephen will entertain the Prince and Princess of Wales at Brockle Hall, Hertfordshire, for a few days, shooting in Dec.

Mrs. Miloy, widow of the late Alex-

A. LeBlanc, travelling passenger agent, I.C.R., was recently found to be suffering from smallpox on a train at Amqui, Que., and was quarantined in the car at Millstream.

A. N. McLennan, who recently resigned the superintendency of the Sydney and Louisburg Ry., has started business as a real estate, insurance and loan agent at Glace Bay, N.S.

E. C. Hawkins, who recently resigned the general management of the White Pass and Yukon Route, was presented with \$1,500 by the employees of the road on his leaving Skagway, Alaska.

N. S. Dunlop, recently promoted to the position of Tax Commissioner for the C.P.R., and moved to Montreal, was presented with an illuminated address by the C.P.R. staff at the Union station, Toronto.

W. E. Rennels, District Supt. of the Moncton and St. Flavie division of the Intercolonial Rd., died at Maitland, N.B., Nov. 2, after an illness of some months. He visited England during his leave of absence, but the trip did him no good.

C. M. Hays, ex-President of the Southern Pacific Co., left San Francisco early in Nov., and after a brief stay in New York proceeded to England, from where soon came the news that he had decided to return to the management of the G.T.R.

W. C. Hunter, who has been appointed Air Brake Inspector for the Intercolonial Ry., was born at St. John, N.B., in 1865. Entered the I.C.R. service as wiper in June, 1882, became fireman in Oct., 1884, and locomotive driver in Feb., 1888.

An album containing an address and photographs of the C.P.R. staff on the Ontario and Quebec division, has been sent to Winnipeg to General Supt. Leonard at Winnipeg, who was General Supt. at Toronto before being appointed to Winnipeg.

The citizens of Port Arthur will give a banquet to W. Mackenzie and D. D. Mann, on Dec. 18, when the last spike of the Ontario and Rainy River section of the Canadian Northern Ry. will be driven by Hon. G. W. Ross, Premier of Ontario.

W. H. Rowland has been presented with a dress-suit case and travelling toilet set by the officers and clerks at Bonaventure station.

Montreal, on his resigning his position as

pression prevails that he will re-enter the G.T.R. service under Mr. Hays.

G. C. Jones, Supt. of the Middle Division, G.T.R., has been absent from duty for a couple of months on account of ill-health. After recovering from an attack of pneumonia, he went to Moberly Mo., for a change, and has since been at Washington and other southern points. He is expected to return early in Dec.

Capt. McDougall, of the C.P.R. str. Athabasca, has been awarded the parchment certificate of the Royal Humane Society for distinguishing bravery, and is to receive a substantial testimonial from the U.S. Government, in connection with the rescue of the captain and crew of the U.S. barque Preston, in June last, on Lake Superior.

W. R. Barker, Assistant to the 2nd Vice-President C.P.R., has been presented by his Winnipeg business friends with a silver tea service, on the occasion of his removal from Winnipeg to Montreal, "in recognition of the integrity, unfailing courtesy and great abilities he has displayed, both as an official, and as a public-spirited citizen."

Assistant Manager McCullough, of the Liverpool Eng., municipal electric tramways, Liverpool, Eng., has been presented by his department of the Toronto Ry. Co., has been dismissed by the city council on account of having, it is alleged, entered into some agreement, held to be a partnership with a contractor supplying material to the system.

W. G. Stovel, C.P.R. town ticket agent at Walkerton, Ont., died suddenly, Nov. 10, aged 30. He was at the annual meeting of the Canadian Ticket Agents' Association at Montreal, and returned from there on Nov. 9. It is a strange coincidence that his father was killed in 1898 by being run over by a street car in Toronto while on his way home from the meeting of the C.T.A.A. at Ottawa.

Mrs. Dunsuir, widow of the late R. Dunsuir, has entered suit against Hon. James Dunsuir, Premier of B.C., and President of the Esquimalt and Nanaimo Ry., for the delivery to her of 4,998 shares of the Dunsuir Co., which controls the E. and N. Ry., and the other Dunsuir properties, and for an account of all dividends, etc., from Jan. 1, 1900, and for a declaration that the shares are held by him as trustee for the plaintiff.

B. C. Gesner, who has been appointed B. C. & G. Ry. manager, D.A. at Goldbar,

Mainly About People.

R. G. Reid, Jr., of the Reid Newfoundland Co. (Ltd.), has been visiting Great Britain.

J. J. McLeod, M.L.A., a prominent ship-builder at Black River, N.B., died there Nov. 26, aged 76.

S. C. Malcolmson, one of the oldest captains on the great lakes, died in Hamilton, Ont., Dec. 10, aged 58.

The Duchess of Albany recently paid a visit to Lord and Lady Mount Stephen at Brockle Hall, Hertfordshire, Eng.

G. H. Webster, General Tie Agent of the C.P.R., at Montreal, is convalescing after a severe attack of pneumonia.

S. A. Fraser, Works Manager of the Nova Scotia Steel and Coal Co., at New Glasgow, N.S., died recently, aged 44.

F. W. Blaiklock, father of M. S. Blaiklock, C.E., Resident Engineer, G.T.R., Montreal, died in Montreal, Nov. 26, aged 81.

A. C. Henry, General Purchasing Agent of the C.P.R., has been spending some time at Mt. Clemens, Mich., for treatment for rheumatism.

Hon. W. Harty, President of the Canadian Locomotive Co., has given \$1,000 towards a new convocation hall at Queen's University, Kingston, Ont.

G. R. Joughins, formerly Mechanical Supt. of the Intercolonial Ry., sailed from New York, Dec. 4, for England, intending to return in a few weeks.

Lyman Dwight, Superintendent of the G.N.W. Telegraph Co. at Winnipeg, is spending the winter at San Antonio, Texas, accompanied by his wife.

Miss M. S. Pope, daughter of E. Pope, manager in Quebec of the G.N.W. Tele-

being financial difficulties connected with the railway.

F. H. Clergue, President of the Algoma Central and Hudson's Bay Ry., has subscribed \$5,000 and the stone required to erect an addition to the Sault Ste. Marie General Hospital.

H. Foster Chaffee, Western Passenger Agent of the R. & O.N. Co., and Mrs. Chaffee left Toronto, Dec. 1, for Pasadena, Cal., intending to return via the U.P. and C. & N.W. lines early in Jan.

The McAdamite Metal Co. of Canada has been incorporated with a capital stock of \$800,000. E. G. Evans, Superintendent of the Central Ry. of New Brunswick, is one of the incorporators.

R. W. Dunsماuir, son of Hon. James Dunsماuir, Premier of British Columbia and President of the Esquimalt and Nanaimo Ry., was married in San Francisco, Cal., recently, to Miss Maud Shoorbert.

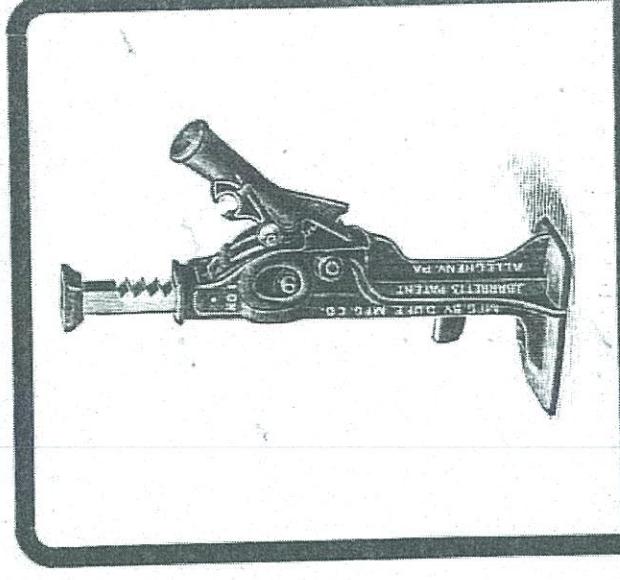
T. Boomer, Chief Train Despatcher on the Sydney and Louisburg Ry., at Sydney, N.S., was married recently to Miss Marion McKenna, daughter of the Mechanical Foreman of the I.C.R., at Sydney.

During the absence in California of F. G. Walsh, local manager of the Bell Telephone Co. at Winnipeg, on account of ill health, his duties are being performed by his chief clerk, J. R. Richardson.

T. Kains, ex-Surveyor General of B.C., and one of the engineers who was engaged on the Government surveys for the western portion of the C.P.R., died at Victoria, B.C., Nov. 25, after a year's illness from paralysis.

Sir Wm. Van Horne arrived in Montreal Dec. 25, from Cuba, where he had been inspecting work on the Cuba Ry. Sir Wm. says the work is progressing satisfactorily, and it is expected that the line will be com-

A. G. Creelman, of the Imperial Bank, Ottawa, brother of the Chief Solicitor to the C.P.R., and Miss A. E. Blair, third daughter of the Minister of Railways, went through the ice on the Ottawa river on Dec. 6, while skating. Both were carried under the ice, and H. A. Harper went to their assistance. After



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ing the winter at San Antonio, Texas, accompanied by his wife.

Miss M. S. Pope, daughter of E. Pope, manager in Quebec of the G.N.W. Telegraph Co., was married there Nov. 27, to Rev. W. Barton, of Shawneegan, Que.

T. T. Hay, Division Superintendent C.P.R., was entertained at supper at North Bay, Ont., Dec. 12, by the townspeople, on the occasion of his removal to Chapleau.

The summer residence of R. B. Angus, a director of the C.P.R., on the shore of the lake of Two Mountains, near Montreal, was completely destroyed by fire recently.

Jas. Ross, of Montreal, has been appointed Managing Director of the Dominion Iron and Steel Co., Sydney, N.S. He is also Managing Director of the Dominion Coal Co.

W. McMillan, Chairman of the board of directors of the American Car and Foundry Co., who died recently at St. Louis, Mo., was born at Hamilton, Ont., Dec. 20, 1841.

Mrs. Crawford, wife of J. D. Crawford, manager of the Muskoka Navigation Co.'s Royal Muskoka hotel, died suddenly at Stroudsburg, Pa., Nov. 28, of paralysis.

Sir C. Rivers Wilson, President of the G.T.R., is one of the promoters of a company to build a large steel office building in London, Eng., at an estimated cost of \$10,000,000.

R. G. Reid, of the Reid Newfoundland Co., went to Montreal from Newfoundland for Christmas. Sir Thos. G. Shaughnessy's private car, Manitoba, met him at Sydney, N.S.

Miss Amy Hawson, second daughter of T. B. Hawson, ex-Auditor of the G.T.R. system, now residing in Chicago, Ill., will be married shortly to L. W. Liberman of that

Dec. 25, from Cuba, where he had been inspecting work on the Cuba Ry. Sir Wm. says the work is progressing satisfactorily, and it is expected that the line will be completed by June, 1902.

Major E. L. Bond, President of the Phillipsburg Ry. and Quarry Co., and the Montreal representative of a number of European marine insurance companies, was burned to death by a fire at his summer residence, at Phillipsburg, Que., Dec. 3.

J. W. McRae, of Ottawa, at one time President of the Ottawa Electric Street Ry., and recently President of the Canadian Railway Accident Insurance Co., died recently from wounds inflicted by the accidental discharge of a revolver, which he was cleaning.

It is reported that Lord Stratheona and Lord Mount Stephen between them hold \$30,000,000 of stock in the Great Northern Ry., U.S. Lord Stratheona is said to have \$750,000 of stock in the C.P.R., from which Lord Mount Stephen sold out some time since.

G. B. Reeve, who recently resigned his position as 2nd Vice-President and General Manager of the G.T.R., left Montreal Dec. 24, in company with Mrs. Reeve, to reside at La Romelo ranch, La Mirada, Cal. An illustrated description of the ranch appeared in our issue of Sept. 1, 1900.

C. M. Hays, who has been appointed 2nd Vice-President and General Manager of the G.T.R., arrived in New York Dec. 23 from England, accompanied by his two youngest daughters, and went to St. Louis, Mo., to spend a few days with Mrs. Hays and the rest of his family. He is expected in Montreal early in Jan., to assume his new duties.

Ino, Foy, Manager of the Niagara Navigation Co., is seriously ill with uræmia. He had been in rather poor health for some months, but was at his office Dec. 18. The next morning he became unconscious, remaining so for three days, but rallied, and as this is written on Dec. 26, the attending doctors report considerable improvement. His recovery is earnestly hoped for by hosts of friends.

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THE PLACE VIGER

MONTRÉAL.

A beautiful new hotel just built by the Canadian Pacific Ry., in connection with their new passenger station. The building occupies an entire block and the style of architecture is that of the Chateau period of the French Renaissance. The hotel faces the Viger Gardens, and is thoroughly up-to-date in all its appointments. American tourists will find the Place Viger a most delightful hotel home.

RATES: \$3 UPWARDS.

Special arrangements with large parties and those making prolonged stays. For further information address, Manager, Place Viger Hotel, Montreal.

LELAND HOUSE, Winnipeg, Man. W. D. Douglas, Proprietor. Rooms ensuite with bath and all modern conveniences. Rates \$2 to \$4 a day. Special rates for families and large parties, according to accommodation and length of time. Though moderately priced the Leland is first-class in every respect. It is especially adapted to please the commercial trade. It is in the centre of the wholesale and retail district. It is in direct communication with all parts of the city by car lines. It is supplied with the purest spring water from flowing well on the premises.

Sir C. Rivers Wilson, President of the G.T.R., presided at a lecture given in London, Eng., recently by J. W. Bengough, of Toronto, on "Facts and Fancies about Canada."

Thos. Earle, M.P., Victoria, B.C., who was largely interested in the Seattle and International Ry., has assigned, the cause alleged

a long struggle Mr. Creelman was rescued in an exhausted condition, but Miss Blair and Mr. Harper were drowned.

H. H. Norman, who has been appointed Secretary of the G.T.R. in London, Eng., went to that Co. from the Manchester, Sheffield and Lincolnshire Ry., now the Great Central Ry. of England, and received his early training under the late Sir Edward Watkin, at one time associated with the G.T.R. For some years Mr. Norman was chief accountant to the G.T.R.

R. P. Perry, C.P.R. ticket agent at Bracebridge, Ont., and wife attended the recent annual meeting of the Canadian Ticket Agents' Association at Montreal, but their names were omitted from the list published in our last issue, the names of S. O. Perry, Wabash Rd., ticket agent at St. Thomas, Ont., and wife being inserted instead. The latter did not attend the meeting.

W. Stitt, recently appointed General Agent for the C.P.R. in Australia, was presented by his railway friends in Winnipeg with a set of solid silver tableware, a gold watch and chain, a set of gold cuff links, and a travelling case, and by the members of the grain exchange with a purse of gold. The railway officials also presented Mrs. Stitt with a travelling case. Mr. and Mrs. Stitt and family left Winnipeg Dec. 9 and were expected to arrive at Sydney, N.S.W., early in Jan.

G. M. Lang, who has been appointed Resi-

dent Engineer of the C.P.R. at Moose Jaw, Assa., was born at Ottawa, Ont., Aug. 16,

1859, and entered railway service as masonry inspector, Western division C.P.R., at Win-

nipeg, 1878, since which his record has

to Dec. 1, 1901, Freight Traffic Manager, all lines same road.

E. V. Bodwell, K.C., a partner in the firm of Bodwell & Duff, Victoria, B.C., acting for the Vancouver, Victoria and Eastern Ry. and Navigation Co., and the Victoria Terminal Ry. and Ferry Co., is a candidate for the vacant seat in Victoria for the B.C. Legislature. He is in favor of giving aid to trunk railways, including the Coast to Kootenay Ry., the Island Ry., the Kamloops and Athabasca Ry. from Ashcroft to Cariboo, and the British Columbia section of the Canadian Northern Ry. Having done this he would urge the Dominion Government to extend similar aid. It is said that he has given up all briefs incompatible with his position as a candidate, and that if elected he will inaugurate a pro-Great Northern policy as opposed to the C.P.R.

J. E. Mulfeld, whose portrait appears on the first page of this issue, was born at Peru, Ind., Sept. 18, 1872, and entered railway service Dec. 1892, since which he has been consecutively to July, 1894, machinery apprentice Wabash Rd.; at Fort Wayne, Ind.; July to Nov., 1894, locomotive foreman, and Nov. 1894, to Nov. 1895, roundhouse foreman same road, at Peru, Ind.; Nov., 1895, to Feb., 1898, general foreman Danville shops same road; Feb., 1898, to Feb., 1899, general foreman locomotive and car department Buffalo division, same road at St. Thomas, Ont.; Feb., 1899, to Feb., 1901, master mechanic Western division G.T.R., at Port Huron Mich.; Feb., 1901, to Aug., 1901, master mechanic in charge Montreal works, same road; Aug., 1901, to date, superintendent of machinery and rolling

Superintendent Dominion Express Co., Montreal, remaining there until appointed to his present position, Nov. 11, 1901.

W. R. Baker, Assistant to the 2nd Vice-President of the C.P.R., who had charge of the Co.'s train on which the Duke and Duchess of Cornwall travelled while in Canada, has received a silver jardiniere, with ebony base, bearing the Royal arms and the inscription: "To W. R. Baker, Esq., from the Duke and Duchess of Cornwall, in remembrance of their Journey across Canada by the Canadian Pacific Railway, 1901." The members of the suite sent him a silver cigarette box, with facsimiles of their signatures engraved on the cover and the inscription: "To our friend, W. R. Baker, in remembrance of many happy days spent on the C.P.R. in Sept. and Oct., 1901."

Jas. Mooney, who retired on account of ill-health from the office of Superintendent and General Freight Agent, etc., of the Brockville, Westport and Sault Ste. Marie Ry., Mar., 1901, but remained with the Co. as General Passenger Agent, died in Brockville, Dec. 23. He entered railway service in 1858, and was Contracting Freight Agent for the Ottawa and Prescott Ry. until 1864. Between 1864 and 1888 he was engaged in the Southern States superintending railway construction, and on his return to Canada was appointed Contracting Freight Agent for the General Freight Agent, Treasurer and Purchasing Agent of the B.W. and S.S.M. Ry., and in 1894 was also appointed Receiver.

Owen McKay, who has been appointed

Chief Engineer of the Lake Erie and Detroit River Ry., was born in the township of Ross,

A.C.,

Engineer, same road, Medicine Hat, Assa.

G. H. Richardson, who has been appointed Resident Engineer of the C.P.R. at Cranbrook, B.C., was born in Toronto, and entered railway service on the C.P.R. engineering staff in 1886, since which he has been consecutively to 1892 on surveys and construction of lines in Ontario; 1892 to 1899, on surveys and construction branch lines, Pacific division, same road, and Crow's Nest Pass Ry.; 1900 to Nov., 1901, Asst. Engineer at Cranbrook.

Among the principal guests at the annual dinner of the Province of Quebec Association for the Protection of Fish and Game, at Montreal, Dec. 5, were W. E. Davis, Passenger Traffic Manager of the G.T.R., and C. E. E. Ussher, General Passenger Agent of the C.P.R. eastern lines. Reference was made to good done by the railway interests in connection with the work of the association. During the year Mr. Davis secured 20 new members, nearly all of whom were railway men.

Isaac Governor Ogden, who has been appointed 3rd Vice-President of the C.P.R., was born at New York Oct. 10, 1844, and entered railway service Mar., 1871, since which he has been consecutively: Mar., 1871 to 1876, Paymaster and Accountant Chicago and Pacific Ry.; 1876 to Mar., 1881, Auditor same road under Receiver; Mar., 1881, to July, 1883, Auditor Western division C.P.R. at Winnipeg; July, 1883, to June, 1887, Auditor same road at Montreal; June, 1887, to Dec., 1901, Comptroller, same road.

H. B. Curtis, who has been appointed General Superintendent of the Newfoundland Express Co., was born at Adrian, Seneca county, Ohio, Mar. 21, 1848, and entered express service Mar. 15, 1869, as clerk in the office of E. M. Matthews, Superintendent U.S. Express Co. at Cleveland, Ohio, with which Co. he remained until July, 1886, when he resigned. He again entered express service Aug. 10, 1888, as chief clerk, to S. T. Stewart,

Science, Toronto, and became a land surveyor for Ontario in 1887. In the same year he joined the late Jos. de Gurse, and was engaged in survey work on the Lake Erie and Detroit River Ry. Remained with him in his local practice and as Assistant Engineer of the railway until his death, March, 1898, succeeding him as Engineer.

G. W. Bartlett, who has been appointed General Supt. of the Quebec Southern and South Shore Rys., was born in Portsmouth, N.H., and entered railway service in 1877 on the Chicago, Burlington and Quincy Rd.; since which his record has been as follows:— Civil Engineer Buffalo division, Erie Rd.; Roadmaster Delaware division, same road; Supt. Rochester division, same road; Supt. 3rd and 4th divisions New York, Philadelphia and Ohio Rd., at Galion, Ohio; General Supt. Buffalo, Rochester and Pittsburg Ry. up to 1892; Manager Centralia Rd., now part of the Illinois Southern, at Sparta, Ill.; Division Engineer New York Central Rd., from New York to Albany, including the Putnam and Harlem divisions, at New York; and Division Supt. Dunkirk, Allegheny Valley and Pittsburg division, same road.

G. M. Bosworth, who has been appointed 4th Vice-President of the C.P.R., was born at Ogdensburg, N.Y., Jan. 27, 1858, and entered railway service May 1, 1875, as office boy with the Ogdensburg and Lake Champlain Ry. at Ogdensburg, N.Y., since which he has been consecutively to Feb. 21, 1881, general freight office, audit office, and clerk local freight office, audit office, and general freight office same road; Feb. 21, 1881, to Aug. 1, 1881, General Freight Agent same road; Aug. 1, 1881, to May 1, 1882, Traveling Freight Agent National Despatch line at Chicago; May 1, 1882, to Jan. 1, 1884, Asst. General Freight Agent C.P.R., Ontario and Quebec lines; Jan. 1, 1884, to April 15, 1885, General Freight Agent, Ontario and Quebec lines same road; April 15, 1885, to Jan. 1, 1896, Asst. Freight Traffic Manager, lines east of Fort William same road; Jan. 1, 1896,

Man., was born at Ottawa, Ont., April 15, 1870. During his undergraduate days at McGill College, Montreal, and at intervals of private practise and general survey and engineering work, he was engaged in the following railway works: 1888, rodman on location of the Vaudreuil and Ottawa Ry., and the Lake Temiscaming Colonization Ry.; 1889, Asst. Engineer on construction of the latter line; Aug., 1891, to Feb., 1892, Asst. Engineer on location and construction of the Ottawa and Gatineau Ry.; July, 1893, to Jan., 1894, Asst. Engineer in charge of location and construction Ottawa, Arnprior and Parry Sound Ry.; Feb., 1894, to Dec., 1896, same road; Engineer in charge of location of Central Counties Ry., from South Indian for Canada Atlantic Ry.; and on surveys, Hull Electric Ry.; July, 1899, to Nov., 1900, Engineer in charge of construction Rat Portage yards, C.P.R.; Nov., 1900, to Nov., 1901, Asst. Engineer in charge of maintenance of way, same road, Winnipeg.

In connection with the precautions being taken in the Province of Quebec against smallpox, the C.P.R. and the G.T.R. have directed that all their employes shall be vaccinated. The G.T.R. circular further requests employes to see that their families are also vaccinated, and desires them to report any case of smallpox within their knowledge to the heads of their departments.

A new schedule of wages, and classification of workmen, together with a new set of rules governing the employes of the I.C.R.'s mechanical department, has been approved by the Minister of Railways, and goes into effect on Jan. 1. By the new schedule the wages paid show an increase of about \$30,000 a year over the rates hitherto in force.

The MacPherson Switch & Frog Co., Niagara Falls, N.Y., write: "We take great pleasure in digesting the contents of THE RAILWAY AND SHIPPING WORLD,"

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burg; Secretary and Treasurer, C. G. Phillips, Chicago. The next annual meeting will take place at Philadelphia, Pa., May 28, 1902.

RAILWAY APPOINTMENTS, ETC.

Bay of Quinte.—C. A. Millener, in addition to his duties as Auditor, has been appointed Acting Secretary and Treasurer.

Canadian Northern.—When the Northern Pacific lines in Manitoba were transferred by the Provincial Government to the C. N. R. Co., May 31, the jurisdiction of the Co.'s General Superintendent, D. B. Hanna, was extended over them.

G. H. Shaw has been appointed Traffic Manager, with headquarters at Winnipeg. He will have jurisdiction over all freight and passenger matters on the C.N. system. He has heretofore been Assistant General Freight Agent of the Western Division of the C.P.R. at Winnipeg.

C. E. Friend has been appointed acting Auditor, with headquarters at Winnipeg. Agents, conductors, etc., will report to him in respect to all accounts. Car reports will continue to be sent to his office.

J. T. Lord having resigned to accept service with another company, C. Raitt, heretofore N.P. shop foreman at Winnipeg, has been appointed acting Master Mechanic with headquarters at Winnipeg. Engineers, etc., will report to and receive instructions from him. Mr. Lord was Master Mechanic at Winnipeg for the Northern Pacific when the lines were transferred.

It is reported in Winnipeg that Hon. H. J. Macdonald has been unofficially appointed Solicitor for the Co., and that his official appointment awaits W. Mackenzie's return from England in July. Munson & Allan are the Co.'s solicitors in Winnipeg, and it is not thought they will be displaced, though Mr. Macdonald's services may also be retained.

It is stated, unofficially, that Jas. Abbott has been appointed Chief Despatcher. He was at one time a despatcher on the Manitoba and Northwestern Ry., and for the past five years has been on the N.P. despatching staff in Winnipeg.

Canadian Pacific.—W. R. MacInnes, heretofore General Freight Agent Western Lines, has been appointed Assistant Freight Traffic Manager, in charge of Western Lines, with office at Winnipeg.

W. B. Bulling, heretofore General Freight Agent, Eastern Division, has been appointed Assistant Freight Traffic Manager, in charge of Eastern Lines, with office at Montreal.

S. P. Howard, heretofore Assistant Gen-

(6-190)

eral Freight Agent at Montreal, has been appointed General Freight Agent, Eastern and Lake Superior Divisions, with office at Montreal, succeeding W. B. Bulling, promoted. M. H. Brown, heretofore District Freight Agent at Detroit, Mich., has been appointed Assistant General Freight Agent, Ontario Division, with office at Toronto, succeeding W. B. Lanning, promoted.

W. B. Lanning, heretofore Assistant General Freight Agent of the Ontario Division at Toronto, has been appointed General Freight Agent of the Western Division, with office at Winnipeg, succeeding G. H. Shaw, Assistant General Freight Agent, who has been appointed Traffic Manager of the Canadian Northern.

No announcement has been made as to the appointment of a District Freight Agent at Detroit, to succeed M. H. Brown, but it is expected W. Haddane, Contracting Freight Agent at Chicago, will get it.

E. W. Peters, heretofore Assistant General Freight Agent of the Pacific Division at Vancouver, has been appointed General Freight Agent of the Pacific Division.

H. E. Macdonell, heretofore Assistant General Freight Agent of the Kootenay lines, etc., at Nelson, B.C., has been appointed General Freight Agent of the Kootenay lines, etc.

J. N. Sutherland, General Freight Agent of the Atlantic Division, and S. P. Howard and M. H. Brown, above mentioned, will report to W. B. Bulling, Assistant Freight Traffic Manager of Lines East. W. B. Lanning, F. W. Peters and H. E. Macdonell will report to W. R. MacInnes, Assistant Freight Traffic Manager Lines West.

G. L. Wemore, heretofore Division Engineer of the western portion of the old Eastern Division, with office at Schriber, has been appointed Division Engineer of the Lake Superior Division, with office at North Bay.

N. Rolph, heretofore General Superintendent's Accountant at Toronto, has been appointed General Superintendent's Accountant with office at Windsor St. station, Montreal.

F. G. Mingay, heretofore chief clerk in the

General Superintendent's Accountant's office at Toronto, has been appointed General Superintendent of the Ontario division, with office at Montreal.

C. H. Bevington, trainmaster with office at Island Pond, has had his jurisdiction extended over the 1st district from Portland, Me., to Island Pond, Vt., including Lewiston and Norway branches, assuming the duties heretofore performed by assistant superintendent. The following agents were installed during May: Dixville, W. T. Parker; Norton Mills, B. S. Macdonald; Waterville, W. S. Wilson;

As foreshadowed in our last issue, several changes have been made in the mechanical department.

C. R. Ord, heretofore Master Mechanic of the Western division at Winnipeg, has been appointed Master Mechanic of the Atlantic division, with office at McAdam Jct., N.B.'s J. R. Sprague, heretofore Master Mechanic of the Atlantic division at McAdam Jct., has been appointed Master Mechanic of the Ontario division with office at Toronto.

R. Preston, heretofore locomotive foreman at Toronto Jct., has been appointed Master Mechanic of the Lake Superior division, with office at North Bay.

G. S. Mackinnon, heretofore Master Mechanic of the old Ontario and Quebec division at Toronto, has been appointed Master Mechanic of the Western division, with office at Winnipeg.

E. Groulx has been appointed Tie Inspector for the Lake Superior division, with office at North Bay.

Grand Trunk.—F. W. Egan, heretofore Superintendent of the Middle division at Toronto, has been appointed Superintendent of the Western division, with office at Detroit Mich., succeeding W. C. Cutler, appointed General Superintendent of the St. Louis, Iron Mountain and Southern at St. Louis.

G. C. Jones, heretofore Superintendent of the Eastern division at Montreal, has been appointed Superintendent of the Middle division, with office at Toronto.

W. G. Brownlee, heretofore Assistant Sup-

erintendent at Island Pond, Vt., has been appointed Superintendent of the Eastern division, with office at Montreal.

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BREWERY,**

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Bombay Jet., H. H. Jones; Hamilton (King St.), L. Siebert; Grimsby, A. Donaldson; Hyde Park, J. H. Stewart; Burford, P. A. Robertson; Drayton, J. Robertson; 47th St., Chicago, J. F. Erb; Drayton Plains, W. R. Seaton.

Dominion Atlantic.—R. A. Carder, who relinquished the duties of travelling passenger agent to become agent in St. John, has resumed his former position.

Intercolonial.—E. T. Horn has been appointed Manager's Assistant with office at Moncton. He comes from the Delaware, Lackawanna and Western at Hoboken, N.J.

Michigan Central.—A. K. Prince, of Detroit, has been appointed Superintendent of the dining car service.

Montreal St. Ry.—M. J. Kennedy, who has been acting Superintendent since the departure of D. McDonald for Paris, has been confirmed in that position.

Northern Pacific.—G. W. Vanderslice, heretofore Superintendent of the lines in Manitoba, has been appointed Divisional Superintendent at Grand Forks, N.D.

C. E. Lang, for several years soliciting freight agent and latterly freight agent at Winnipeg, is reported to have been appointed agent at Victoria, B.C.

Ottawa, Northern & Western Ry.—H. G. Beemer, President, announces that the following officers will have charge: H. L. Maitby, Secretary-Treasurer and Purchasing Agent, Ottawa; P. W. Resseman, General Passenger and Freight Agent and General Superintendent, Ottawa; Geo. A. Savage, General Auditor, Montreal, Que.; Geo. A. Lizotte, Traffic Auditor Receipts and Disbursements, Ottawa; John R. Brennan, Roadmaster, Ottawa, and James Kay, Master Mechanic, Aylmer, Que.

Shore Line, New Brunswick.—F. J. McPeake resigned the superintendence April 26, being succeeded by D. M. Boyd, of New York, who was reported to have had a training in railway work on the Pennsylvania Rd. Mr. Boyd only remained in office a few days, Mr. McPeake resuming his old position.

Sydney and Louisburg.—I. L. Boomer, heretofore in the train despatcher's office of the Intercolonial at Moncton, has been appointed chief train despatcher with headquarters at Glace Bay.

Mainly About People.

Lord Mount Stephen has been appointed a Deputy-Lieutenant of the County of Banff, Scotland.

Mrs. W. F. Egg, wife of the C.P.R. City Ticket Agent in Montreal, left there May 15 for a European trip.

Morton F. Plant, Vice-President of the Plant Steamship Line, has just recovered from a serious attack of typhoid fever.

J. Oborne, recently appointed Superintendent of the Atlantic Division of the C.P.R., has removed from Winnipeg to St. John, N.B.

C. R. Hosmer, of the C.P.R. directorate, and family arrived in Montreal, May 23, after a four months' trip to the Mediterranean.

Sir Charles Rivers Wilson, President of the G.T.R., is President of the Council of the

and Fisheries Department at St. John for 24 years ended 1894, died May 22, aged 83.

J. M. Robb, brother of W. D. Robb, Master Mechanic G.T.R., Toronto, has resigned his position as Master Mechanic of the Chicago Great Western Ry. at St. Paul, Minn.

W. Woollatt, General Manager, Lake Erie and Detroit River Ry., has sent \$100 towards furnishing additional wards in the Amasa Wood Hospital, at St. Thomas, on behalf of the Co.

J. L. Lorre, heretofore Fourth Vice-President of the Pennsylvania lines west of Pittsburgh, has been elected President of the Baltimore and Ohio Rd., succeeding J. K. Cowan, resigned.

W. R. Tiffin, Superintendent of the Northern Division of the G.T.R., completed his 41st year in railway service in Canada, May 12. His service commenced with the old Great Western Ry. Co. in Hamilton.

W. H. Rosevear, General Car Accountant, G.T.R., was struck by a shunting freight train in the Montreal yard, May 24, and badly injured about the head. He was removed to his residence, but is now able to be on duty again.

A. J. Macdonald, son of the former Superintendent of the Montreal Street Ry. Co., heretofore in charge of the central division of the same railway, has been appointed General Superintendent of the street railway system of the City of Mexico.

G. B. Wyllie, who is now travelling passenger agent for the Illinois Central Rd., at Buffalo, N.Y., is a native of Toronto, and was engaged in the building of the Toronto, Grey and Bruce Ry., now merged into the C.P.R. He was the first station agent at Woodbridge.

J. M. Herbert, formerly of the G.T.R., since April 1, 1901, Superintendent of the St. Louis, Iron Mountain and Southern Ry. and leased, operated and independent lines, has been appointed Superintendent of the Pacific division of the Southern Pacific Ry. (April pg. 107.)

R. W. Leonard, C.E., who has been with one of F. H. Clergue's enterprises at Sault Ste. Marie for some time past, has gone to Hawkesbury, N.S., in connection with the construction of the Cape Breton Extension Ry. in which Dr. Seward Webb, of New York, is interested.

M. H. Waits, Secretary of the Montreal Street Ry. Co., died at Victoria Hospital, Montreal, May 21, aged 38. He was for some time a clerk in the law department of the C.P.R., leaving in 1892 to become private secretary to Mr. Everett, then Manager of the Montreal Street Ry.

G. W. Vanderslice, for several years Superintendent of the Manitoba Division of the Northern Pacific Ry., was on June 7 presented with a silver tea service by the officials and employees on his leaving Winnipeg, owing to the transfer of the Co.'s Manitoba lines to the Canadian Northern Ry. The presentation was made by W. Hall on behalf of the staff. The address was signed by the employees, and the salver bore a suitable inscription.

Richard Marpole, whose portrait appears on page 161, was born in Wales in 1850. He served for 7½ years on British railways in the *Midland and Lancashire*, and

Ohio and Delaware, Lackawanna & Western, having served as brakeman, conductor, yardmaster, general yardmaster, trainmaster, superintendent and general manager. He had charge of the B. & O. terminals at Baltimore and about two years ago went to the D.L. & W. as general yardmaster for its M. & E. division.

Charles Currie, recently appointed General Manager of the Detroit and Toledo South Shore Line Rd. Co., was born in Toronto in 1868, and started into street railway work as an office boy with the London Street Ry. Co. in 1882, remaining with that Co. until its business was taken over by the Everett Syndicate in 1894, at which time he was cashier. He was made secretary of the new Co., and in 1896 was made General Manager of the Luna Electric Ry., and three years later was appointed Superintendent of Transportation of the Cleveland Electric Ry., becoming General Superintendent shortly before receiving his present position.

S. R. Callaway, heretofore President of the New York Central and Hudson River Rd., has been appointed President of the American Locomotive Co., a combination which includes the following works: Brooks, Schenectady, Pittsburg, Richmond, Cooke, Rhode Island and Manchester. The Baldwin, Dickson and Rogers plants are not included in the combination. The combined capacity of all the builders in the U.S. is claimed to be 3,000 locomotives a year, of which the Baldwin works can supply 40%. Mr. Callaway is reported to have been given \$500,000 in shares in the concern, and will be paid a salary of \$100,000 a year.

Thos. Williams, recently appointed General Superintendent of the Lake Superior Division of the C.P.R., with headquarters at North Bay, entered railway service in 1868 on the G.T.R. In 1869 he became night operator, and in 1871 Train Despatcher at Toronto. He resigned from the G.T.R. service in 1884, and entered the service of the C.P.R. as Despatcher, since which his record has been as follows: 1885 to 1887, Chief Train Despatcher and Car Service Agent; 1887 to 1890, Assistant Superintendent with jurisdiction from Montreal to Owen Sound and London, and connecting branches; 1890 to 1896, Superintendent at London; 1896 to 1898, Superintendent at Toronto; 1898 to 1901, Superintendent at London.

H. Darling, heretofore Manager of the Union Steamship Co., was entertained at a banquet, at Vancouver recently on his leaving for White Horse, Yukon, to become General Manager of the British Yukon Navigation Co., which operates 16 steamers on the Yukon river between White Horse and Yukon. On behalf of the citizens the Mayor presented Mr. Darling with a marble clock and pair of candelabra, a set of solid silver dessert dishes, and a framed address. This latter was painted in water-colors, and most appropriately designed, being surmounted with the Vancouver coat-of-arms, under which was reproduced a miniature view of the C.P.R. docks. Set at intervals in the artistic border, were the names of the vessels of the Union Steamship Co.'s fleet, the Cutch, Coquilliam, Capilano, Comox, Chehalis, Senator and Lenora, while beneath all was a reproduction of the Union

6-1901

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Sir Charles Rivers Wilson, President of the G.T.R., is President of the Council of the Tramways and Light Railways Association of England.

Capt. Wolvin, of Duluth, who has been negotiating for elevator privileges in Montreal Harbor, has been elected a vice-president of the U.S. Steel Corporation.

W. G. Baldwin, of Roanoke, Va., was elected President of the convention of special agents of railways of Canada and the United States, held in New York, May 29.

J. H. Harding, a former shipbuilder of Newcastle, N.B., and later agent of the Marine

Engineering Co., is now engaged in the building of the Toronto, Grey, and Bruce Ry., now merged into the C.P.R. He was the first station agent at Woodbridge.

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Richard Marpole, whose portrait appears on page 161, was born in Wales in 1850. He served for $7\frac{1}{2}$ years on British railways in the construction and traffic departments, and entered the service of the C.P.R. in 1881, serving successively as contractor, assistant manager of construction, Nipissing Division, Superintendent Lake Superior Division, Superintendent Pacific Division, and General Superintendent Pacific Division, having been appointed to the last named position, May, 1897.

E. T. Horn, who has been appointed Manager's Assistant on the I.C.R., has been in the service of the Chicago & Northwestern, Missouri Pacific, Southern Ry., Baltimore & Ohio, and later agent of the Marine

shares in the concern, and will be paid a salary of \$100,000 a year.

Thos. Williams, recently appointed General Superintendent of the Lake Superior Division of the C.P.R., with headquarters at North Bay, entered railway service in 1868 on the G.T.R. In 1869 he became night operator, and in 1871 Train Despatcher at Toronto. He resigned from the G.T.R. service in 1884, and entered the service of the C.P.R. as Despatcher, since which his record has been as follows: 1885 to 1887, Chief Train Despatcher and Car Service Agent; 1887 to 1890, Assistant Superintendent with jurisdiction from Montreal to Owen Sound and London, and connecting branches; 1890 to 1896, Superintendent at London; 1896 to 1898, Superintendent at Toronto; 1898 to 1901, Superintendent at London.

H. Darling, heretofore Manager of the Union Steamship Co., was entertained at a banquet, at Vancouver recently, on his leaving for White Horse, Yukon, to become General Manager of the British Yukon Navigation Co., which operates 16 steamers on the Yukon river between White Horse and Yukon. On behalf of the citizens the Mayor presented Mr. Darling with a marble clock and pair of candleabra, a set of solid silver dessert dishes, and a framed address. This latter was painted in water-colors, and most appropriately designed, being surmounted with the Vancouver coat-of-arms, under which was reproduced a miniature view of the C.P.R. docks. Set at intervals in the artistic border, were the names of the vessels of the Union Steamship Co.'s fleet, the Cutch, Coquilliam, Capilano, Comox, Chehalis, Senator and Lenora, while beneath all was a reproduction of the Union Steamship Co.'s house-flags.

Many Canadians who visit the Pan-American will come in contact with the city passenger agents in Buffalo for the G.T.R. & C.P.R., J. D. MacDonald and A. J. Shulman, who will be found unremitting in their attentions. The following is clipped from a recent Buffalo paper: "Buffalo is so much of a railway center that it is no wonder, with the important interests at stake, so many good men are hustling for traffic these days. The Grand Trunk has a little dropped out of

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JULY, 1901.]

THE

It is understood he will be succeeded by E. H. Fitzhugh, who resigned the position of General Manager of the Vermont Central Rd., and is now here on waiting orders." The M Pacific system embraces 5,924 miles of si road.

Another San Francisco telegram of July 10 says :--" Two important changes have been made in the staff of the Southern Pacific Co. -- J. A. Fillmore, Manager of the Pacific Division, has been relieved, and J. M. Herbert, recently General Superintendent of the St. Louis, Iron Mountain and Southern Ry., succeeds him. E. H. Fitzhugh, lately General Manager of the Central Vermont, is appointed assistant to President Hayes, with an office in San Francisco. That means that Mr. Fitzhugh will fill the place formerly occupied by H. E. Huntington, and will have full power to act in the President's absence."

In our last issue it was stated that J. M. Herbert had been appointed Superintendent of the Pacific division of the S.P. Co. Mr. Huntington, who is referred to in the telegram above quoted, is 1st Vice-President of the Southern Pacific Co.

Thunder Bay, Nepigon and St. Joe Ry.
The officials are: D. F. Burke, President; G. Hodder, Secretary-Treasurer; Directors: Sheriff Thompson and Col. Ray, Port Arthur, and Wm. Hogarth, Fort William.

7-1901

my recollection since dear old Tom Sheridan died, but I have become acquainted with his successor, J. D. MacDonald, and I am glad to find that he is succeeding as successor of Sheridan very satisfactorily to the authorities of the road. 'J. D.' is a tall, thin, gray-moustached fellow who dreams about the Grand Trunk every night, and whenever he does have nightmares, which is infrequently, the particular nightmare in question involves an unfair advantage over traffic rates which is just about to be taken by the Passenger Agents' Association, when he awakes with a scream and says he won't have it, and he doesn't 'have it' as a rule, for if ever there was a railway well defended against the assaults of its enemies it is the interests of the Grand Trunk in Buffalo by MacDonald. Rudyard Kipling wrote a clever poem about England in which the line occurs, 'Heaven help her foemen when my country grows polite,' and be ye sure J. D. MacDonald is as polite as a Chesterfield, with enough firmness behind his politeness to, if necessary, become deadly. He is not a Frenchman by any manner of means, but a Scotty of the Scots and as Caledonian as a Macdonald plaid, and he spells his name in the good old Scotch way, and is proud of it, and I wish he would get acquainted with Dr. Morrison and let me see these two good fellows in kilts some time."

R. Marpole, Superintendent of the C.P.R.'s Pacific Division, in giving evidence before the Oriental Commission at Victoria, recently, said only 99 Chinese and 70 Japanese were employed out of 4,693 employes on the Pacific Division. White men were employed wherever possible.

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Diltz; Middleton, H. H.; Earle & Gooding, C. Thompson; Orchard Lake, R. T. White; Port Huron Tunnel, A. S. Begg.

Great Northern (U.S.)—R. J. Smith has been appointed district passenger and freight agent at Winnipeg.

Intercolonial Ry.—The duties of E. T. Horne, who has been appointed Manager's Assistant, will consist, said Manager E. G. Russell, in a recent interview, in visiting large centres like St. John, Halifax and Sydney, to ascertain what is requisite for the improvement of the various points, especially in relation to the handling of freight and passengers. He will map out things necessary for a good service and present them with his report to the Manager for consideration and approval. Having once agreed upon the changes, Mr. Horne, who has had great experience in work of this kind, will remain at each place until the work is completed, so that all will be done under his personal supervision. He will lay out yards, plan round-houses and introduce generally all the most practical and up-to-date methods of handling trains and their equipments.

W. L. Crighton has been appointed Advertising Agent, succeeding W. K. Reynolds, who was designated Press and Advertising Agent. See "Mainly About People," pg. 208. **Inverness and Richmond Ry.**—Ewen Mackenzie, heretofore Purchasing Agent of the Toronto Ry., and brother of W. Mackenzie, has been appointed General Manager temporarily, with N. F. Patterson as assistant. No appointments have yet been made of any permanent officials, and it is said none will be made for some time.

Manitoulin and North Shore Ry.—T. J. Kennedy, General Superintendent of the Algoma Central, is also General Superintendent of this line.

J. C. Ulrich has been appointed Superintendent, with office at Sudbury, Ont. See "Mainly About People," pg. 208. **Midland Ry. of Nova Scotia.**—The offic-

ers are: President, W. Strachan, Montreal; Vice-President, S. H. Holmes, Halifax; Secretary, A. M. Woorden, Montreal; Treasurer, Geo. W. Beattie, Montreal; General Manager, H. V. Harris, Windsor, N. S.

Montreal Street Ry.—W. G. Ross, Controller has been appointed Secretary, in succession to the late M. H. Watts. He will retain his present office, but will be given an assistant.

New York Central Rd.—E. Van Etten has been made Second Vice-President. He has been General Superintendent of the N.Y.C. for eight years, and formerly was Superintendent of the Rome, Watertown & Ogdensburg Rd.

P. S. Blodgett, heretofore General Superintendent of the Lake Shore & Michigan Southern Rd., has been appointed General Superintendent of the N.Y.C., succeeding E. Van Etten.

Rathbun System.—C. A. Millener has been appointed Acting Secretary and Acting Treasurer of the Thousand Island Ry., the Bay of Quinte Ry., and the Deseronto Navigation Co., in addition to his present office of Auditor, and acting Secretary and acting Treasurer of the Oshawa Ry.

G. W. Wright has been appointed Auditor of the Oshawa Ry., in succession to C. A. Millener.

Rideau Lakes Navigation Co.—W. C. Frederburgh has been appointed General Passenger Agent, with office at Kingston. **Sydney and Louisburg Ry.**—Following is the official list revised to date.—Second Vice-President and General Manager, C. Shields; Assistant to 2nd V.P. and G.M., A. Dick; Traffic Manager, W. Coyne; Superintendent, A. N. McLennan; Supt. of Machinery, C. E. Shaylor; Resident Engineer, C. M. Odell; Purchasing Agent, J. W. Revere.

Southern Pacific Co.—A San Francisco paper recently stated that it had been definitely settled that E. H. Fitzhugh, formerly

Vice-President and General Manager of the Central Vermont, would be appointed assistant to President Hays, of the Southern Pacific, but no official announcement has been made. Mr. Fitzhugh is understood to be in San Francisco.

A San Francisco telegram of July 9 says:—“J. A. Fillmore has resigned his position as Manager of the Pacific system of the Southern Pacific Co., to take effect to-morrow. He has been at the head of the operating department of the S.P. on this coast for 19 years,

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July, 1901.

er, and C. F. Cox, New York; H. B. Lederer, Detroit; N. Kingsmill, Toronto, NiAGARA RIVER BRIDGE.—W. K. Vanderbilt, F. W. Vanderbilt, C. M. Depew, S. F. Barger, E. A. Wickes, E. D. Worcester, and C. F. Cox, New York; H. B. Ledyard, Detroit; N. Kingsmill, Toronto.

LEAMINGTON & ST. CLAIR RY.—W. K. Vanderbilt, F. W. Vanderbilt, C. M. Depew, C. F. Cox, and E. D. Worcester, New York; N. Kingsmill, Toronto; J. Ross, Montreal.

SARNIA, CHATHAM & ERIE RY.—W. K. Vanderbilt, F. W. Vanderbilt, C. M. Depew, and C. F. Cox, New York; N. Kingsmill, Toronto.

Great Falls and Canada Railway.

Notice was issued May 30 for a special General meeting of this Co., to be held in London, Eng., July 4, for the purpose of considering and, if thought fit, passing a resolution authorizing the sale by the Co. of its railway, equipment, and franchises, free from incumbrances, and also authorizing the sale of the bond, dated Nov. 1, 1899, made by the G. F. and C. R. Co., to the Alberta Ry. and Coal Co. for \$2,000,000, the indenture of mortgage, dated Nov. 1, 1889, made by the G. F. C. R. Co. to the Alberta Ry. and Coal Co. of the railway of the G. F. and C. R. Co. to secure the said bond, and also 19,995 shares in the common stock of the G. F. and C. R. Co.

Press despatches from Great Falls, Mont., say that the sale is to be made to the Great Northern Ry. Co., U.S.A., and that the purchase price is \$750,000, that the G. F. and C. R. will be made standard gauge and that the portion of it between Great Falls and Shelby Jet., will be used as a short cut from Great Falls to the main line of the G. N. R. None of these statements have been confirmed.

The G. F. and C. R. Ry. was built in 1899 from Sweet Grass, at the International boundary, where it connects with the Alberta Ry. and Coal Co.'s line, of which it is practically an extension to Great Falls, Mont., 134.37 miles. It is 3 ft. gauge and laid with 35 lbs. steel, it connects with the Great Northern Ry., U.S.A., at Shelby Jet., and Great Falls. It was built under the management of E. T. Galt of the Alberta Ry. and Coal Co., which operates a narrow gauge line from Coutts, on the International boundary, opposite Sweet Grass to Lethbridge, Alta., 64.62 miles. This line was also built in 1899 as the Canadian portion

of the through line between Lethbridge and Great Falls. The A. R. and C. Co.'s, original line, bought from the Northwestern Coal and Navigation Co., was built by the latter Co., from Dunmore Jet., Assa, on the C.P.R.'s main line to Lethbridge 100.5 miles, and was sold to the C. P. R. Co. in 1897.

The latest information available is for the year ended June 30, 1899, as follows:—Trains run, mixed, 11,701 miles; passengers carried, 9,872; carried one mile, 71,780; tons freight moved, 65,703; ton miles, 8,193,278; earnings, passengers, \$28,355; freight, \$102,751; other, \$8,744; total \$139,274; operating expenses, \$30,861; net earnings, \$88,413; payments, interest, \$5; taxes, \$3,637; total \$3,642; surplus, \$1,771; deficit forward, \$16,741; net deficit, \$11,970.

General balance sheet, June 30, 1899.—Capital stock, \$2,000,000; funded debt, \$2,000,000; current liabilities, \$28,028; interest accrued, \$80,000; total \$4,838,028; contra, other property and assets, \$746,582; materials, etc., \$9,163; cash and current assets, \$9,237; profit and loss, \$1,969; total, \$4,838,028.

The officers at the date of the last return were—President, E. T. Galt, Lethbridge, Alta.; Vice-President, T. E. Collins, Helena, Mont.; Sec. and Treas., J. E. Lethbridge, Lethbridge; other directors, C. A. McGrath, Lethbridge; J. Galt, Winnipeg. The general offices are nominally at Great Falls, Mont., but the chief officials reside at Lethbridge.

Chignecto Marine Transport Railway.

The annual general meeting was held in London, Eng., June 5. T. Wood, who presided, said that he regretted that there was little new to report. One of the directors, A. D. Provost, had just returned from Canada, but he was not in a position to make any announcement that day in regard to their colleague's visit. Mr. Provost would, however, draw up a report, which would be sent to the shareholders committee, who would, no doubt, issue it to the shareholders. All that he could say upon the present occasion was that there seemed to be a glimmer of hope for the Co. He would like to announce the figures of the various stocks which had been deposited at Martin's Bank by shareholders and debenture-holders who were prepared to abide by the result of the negotiations in Canada. The amount of debentures deposited was £376,-

300, of preference shares £282,240, and of ordinary shares £79,100, making a total of £737,940. He had no resolution to propose. A discussion followed, in the course of which P. Forwood said that no progress seemed to be made as regarded negotiations in Canada, and he thought that, if something were not very soon done, it would be much better for the Co. to go into liquidation.

The chairman said that it was absolutely premature and exceedingly injudicious to talk of anything of the kind. In his opinion, if the shareholders would only exercise a little more patience, there was a prospect of a satisfactory result to the negotiations which were in progress. It had been a difficult task for Mr. Provost, and was dispiriting to that gentleman to have come back again without having arrived at a definite arrangement.

A. R. Robertson, one of the directors, said that if the Co. went into liquidation it would lose all claim against the Canadian Government. Mr. West concurred in the remark of Mr. Forwood that, unless something were soon done, liquidation would be better, because the plant of the Co. in Canada was only deteriorating.

The chairman said that the whole of the works were being kept in perfect condition. They had no desire to let anything lapse, and thus give the Canadian Government any ground for complaint, and so imperil their chance. He did not desire to appear too optimistic, but he did hope that they would succeed.

A shareholder inquired whether the Canadian Government admitted the claim of the Co. The chairman replied that the Government had not done so yet, but the Co. was still endeavoring to get it to do so, and he considered that there were forces at work which might eventually bring matters to a satisfactory termination. The shareholders had not been called upon to find more money, and the directors had received no remuneration whatever. The only resolution submitted to the meeting was for the re-election of the whole of the directors, namely, T. Wood, Col. P. Mosley, A. D. Provost, A. R. Robertson, and A. Serena, as required by the charter. The resolution was carried unanimously.

The Wire and Cable Co., Montreal, has had its capital increased to \$1,000,000 by supplemental letters patent.

July 1901

\$800,000, there has been issued \$643,400, against \$393,400 on Dec. 31. The loans and bills payable, amounting on Dec. 31 to \$1,233,951, have been wholly or mostly retired.

New Brunswick Coal and Ry. Co.—At a meeting of the shareholders in St. John, June 10, the following were elected:—President, E. Hutchison, Douglastown; Vice-President, F. Sietson, St. John; Secretary and Solicitor, G. W. Allen, St. John; Directors: C. A. C. Bruce, Chatham; R. A. Irvine, Buctouche; E. B. Winslow, and W. Kitchen, Fredericton; and A. P. Barnhill, St. John.

Quebec Central Ry.—Gross earnings for June \$51,409.83, against \$53,350.98 in June, 1900; working expenses, \$38,096.96, against \$32,834.54, net earnings \$13,312.87, against \$20,516.44.

Gross earnings Jan. 1 to June 30 \$284,646.04, against \$235,497.81 for corresponding period of 1900; working expenses \$197,272.21 against \$164,813.69; net earnings \$87,373.83 against \$70,684.12.

Qu'Appelle, Long Lake and Saskatchewan Ry. and Steamboat Co.—Net loss in operating for May \$9,940.61, against a net loss of \$8,279.45 in May, 1900.

St. Lawrence and Adirondack Ry.—Press reports recently stated that the New York Central Rd. has obtained complete control of this line, the C.P.R. Co. being reported to have sold its stock, less than one-third of the whole, though President Shaughnessy and other C.P.R. officials were said to have retained their individual holdings. The stock advanced on the report of the transfer and on a rumor that the next dividend would be 4%. We are officially informed that the C.P.R. Co. never had any interest in the St. L. and A. Ry. Co.

The St. L. and A. Ry. is a consolidation of the St. Lawrence and Adirondack, the Malone and St. Lawrence, and the Southwestern railroads. Its mileage is Malone, N.Y., to Valleyfield, Que., 30 miles; Beauharnois to Adirondack Jct., Que., 13.20 miles; leased G.T.R., Valleyfield to Beauharnois, Que., 13.20 miles, trackage C.P.R., Adirondack Jct. to Montreal, 8.70 miles; total length of line operated, 65.10 miles. It is operated in connection with the Adirondack division of the New York Central Rd. Its gross earnings for the year ended June 30, 1900, were \$548,982.64, and net earnings \$282,316.65. The New York Central trains run into the C.P.R.'s Windsor St. station, Montreal.

At a special meeting of shareholders of the St. L. and A.R., at Montreal, July 2, the act respecting the Co., passed by the Dominion Parliament last session, was unanimously accepted and approved, and it was decided to issue debenture bonds to the amount of \$300,000 for the purpose of equipment.

South Shore Ry., Que.—The Montreal and Sorel Ry. will be offered for sale at the sheriff's office, Montreal, on Aug. 15, by virtue of a writ of execution issued in a case wherein J. F. Armstrong, of Fort Steele, B.C., as administrator of the estate of the late J. Armstrong, formerly Chief Justice of Santa Lucia, a subrogated party to G. S. Carter, K.C., of Montreal, is plaintiff, and the Montreal and Sorel Ry. Company is defendant. The property offered for sale consists of the track, stations, wharves and other appurtenances of the Montreal and S. Ry., situate in the counties of Richelieu, Vercheres and Chambly, extending from the junction of that railway with the G.T.R. in the parish of St. Antoine de Longueuil.

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adian as well as U.S. lines, and that the committee which framed the standard code was an international one. In the case of the rules of the road on the Great Lakes, the Minister of Marine is asked to adopt rules which have been framed by the U.S. Government without the Canadian Government having been consulted in their preparation. Under the circumstances we think it advisable that the request of the Lake Carriers' Association should be granted, but the Dominion cannot be expected to keep on adopting rules framed at Washington without having some say in their preparation, and to secure uniformity of action for the future it would undoubtedly be advisable for rules of the road on the Great Lakes to be made the subject of consultation between the Ottawa and Washington governments, so that no changes may be promulgated in either country until they have been mutually agreed upon between the two authorities.

Mainly About People.

E. Upton, formerly freight agent to the old Nipissing Ry., died in Toronto, June 18.

Lady and the Misses Mabel and Mary Hickson have left Montreal to spend the summer in England.

Lady and the Misses Van Horne left Montreal, June 16, for their summer residence at St. Andrews, N.B.

Sir Louis Davies, Minister of Marine, and Hon. A. G. Blair, Minister of Railways and Canals, are visiting Great Britain.

G. F. Copeland, Traffic Manager of the Kaslo and Slocan Ry., died in the Seattle (Wash.) General Hospital, recently.

Lord Strathcona has contributed \$50 towards the memorial to be erected at Kings- ton to the late Sir Geo. Kirkpatrick.

Sir Wm. Van Horne, accompanied by his son and his secretary, arrived at Boston June 24 from Cuba, and proceeded at once to Montreal.

Mrs. A. W. Barber, wife of the Superintendent of the Ontario division of the C.P.R. Co.'s telegraph, died suddenly in Toronto, June 2.

W. A. Geddes, a well-known wharfinger and a large stockholder in the steamers Persia and Ocean, died in Toronto recently, aged 55.

Lord Strathcona, who will spend part of the summer at Knebworth House, Hertfordshire, Eng., will come to Canada early in the autumn.

Mrs. J. W. Leonard, wife of the General Superintendent of the Western Division of the C.P.R., left Toronto, June 14, for her new home in Windsor.

Sir Wm. Van Horne standing at the grave of his private car porter as chief mourner, presents the great railway man in a pleasingly human aspect.—Toronto Globe.

Captain W. H. Smith, R.N.R., Chairman of the Board of Examiners for Masters and Mates and Naval Advisor to the Dominion Government, died at Halifax recently.

Miss H. G. Easson, eldest daughter of R. E. Easson, Press Superintendent of the G.N.W. Telegraph Co., was married in Toronto, June 5, to R. W. Slovell, of Pittsburg, Pa.

J. W. R. Baker, recently appointed assistant to the Second Vice-President of the C.P.R., arrived in Montreal, June 8, accompanied by his family, and started in on his new duties.

J. J. Hill, President of the Great Northern Ry. (U.S.A.) passed through Montreal June 16, en route to his summer residence on the north shore of the Gulf near the Saguenay.

Mrs. T. Taft, wife of the C.P.R. Manager of Transportation, and her daughter, are spending the summer with her parents, G. R. R. and Mrs. Cockburn, at Birch Point, Muskoka.

W. H. Price, heretofore chief clerk in the general passenger department of the I.C.R. at Moncton, has entered the service of the International Steamship Co., with headquarters at Boston.

P. W. Des Brisay, C.E., died recently at Vancouver, aged 51. He was engaged in the construction of the P.E.I. Ry., and latterly has been in the employ of the C.P.R. at Vancouver.

Lord and Lady Strathcona have moved from Cadogan Square to 28 Grosvenor Square, London, Eng., which the High Commissioner has recently purchased from the Duke of Northumberland.

L. H. Wheaton, formerly Superintendent of the Halifax and Yarmouth Ry. Co., has been in Yarmouth recently, and went over the proposed route of the South Shore Ry. from Dartmouth to Halifax.

J. Murray, track inspector, and J. Riordan, conductor, C.P.R., Winnipeg, were slightly injured through the capsizing of a gasoline railway-bicycle near West Selkirk, while on a tour of inspection, June 19.

W. B. Langton was recently presented with a suit case by the staff of the general and city freight offices C.P.R. on his leaving Toronto to take up his new duties as General Freight Agent, Western Division, at Winnipeg.

Senator J. O. Vileneuve, who in 1860 oper-

J. R. Sprague was presented with an oval scarf pin on the occasion of a dinner given him by the officials of the Atlantic division, C.P.R., on his leaving St. John, N.B., for Toronto, to take up duty as Master Mechanic of the Ontario Division.

W. Whyte, Assistant to the President of the C.P.R., left Montreal June 4, en route to St. Petersburg, for a trip over the Trans-Siberian Railway to return by way of China. He was accompanied by A. M. Nanton and W. Harvey, of Winnipeg, and by a secretary and interpreter.

Mrs. Chapman, of Winnipeg, wife of the Commissioner of the Hudson's Bay Co., has generously promised to provide furnishings for three or four of the Queen's memorial cottage hospitals which will be erected in accordance with the plan proposed by the Countess of Minto.

Bana Baker, son of Archer Baker, European Traffic Manager of the C.P.R., has left the army service in South Africa, where he has seen a good deal of experience during the war, to take the position of Traffic Inspector under the Table Bay Harbor and Docks Board, Cape Town.

J. K. Tod, of New York, has resigned his position as a director of the Great Northern Ry., U.S.A. He was associated with Lord Strathcona and others who in 1871, enabled J. J. Hill to obtain control of the old St. Paul and Pacific Ry., and to form the St. Paul, Minneapolis and Manitoba Rd.

W. B. Budding, who has recently been promoted to be Assistant Freight Traffic Manager of the C.P.R. eastern lines at Montreal, was District Freight Agent at Montreal up to 1862, and from that date to receiving his present appointment was General Freight Agent eastern division C.P.R. at Montreal.

George Leighter, general agent for the Northern Pacific Ry., and of the Northern Pacific Express Co., at Vancouver, pleaded guilty to embezzling \$269 from the railway company, and \$1,037 from the express co., June 27, and was sentenced to two years imprisonment for each offence, the sentences to run concurrently. He absconded early in June, and was arrested at Winnipeg.

Chas. Currie, who was appointed General Manager of the Detroit and Toledo South Shore Line Rd. two months ago, has been again promoted, his position now being Vice-President and General Manager of the Northern Traction Co.'s lines, lately assumed by Everard & Moore Syndicate, owners of the London St. Ry., with which Mr. Currie became associated in 1882 as office boy.

J. Oborne, General Superintendent of the Western Division of the C.P.R., was presented with a silver tea and coffee service, by the citizens of Winnipeg, on the

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ments, so that no changes may be promulgated in either country until they have been mutually agreed upon between the two authorities.

Mainly About People.

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Edward Murphy, who died in Toronto recently, was in his early years an engineer on the G.T.R., and later built piers and wharves for the Government.

E. G. Russell, Manager of the Intercolonial Ry., returned to duty at Moncton, N.B., early in June, after having been absent on leave for some time.

Capt. D. Simelair, who for over half a century was in the employ of the Richelieu and Ontario Navigation Co., died in Toronto, recently, aged 80 years.

Miss A. S. Bethune, daughter of N. W. Bethune, Manager of the G.N.W. Telegraph Co. at Ottawa, was married, June 5, to B. O'R. Sloane, Montreal.

W. S. Skeats, heretofore agent in Toronto for the Blue line, has been appointed travelling agent of the Boston and Albany Rd., with headquarters in Boston.

A. MacCampbell, Superintendent of the Algoma Central Steamship line, who is M.L.A. for East Simcoe, Ont., will not contest that constituency at the next election.

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J. Murray, track inspector, and J. Riordan, roadmaster, C.P.R., Winnipeg, were slightly injured through the capsizing of a gasoline railway-bicycle near West Selkirk, while on a tour of inspection, June 19.

W. B. Lanigan was recently presented with a suit case by the staff of the general and city freight offices C.P.R. on his leaving Toronto to take up his new duties as General Freight Agent, Western Division, at Winnipeg.

Senator J. O. Villeneuve, who in 1860 operated an omnibus service between Mile End, Terrebonne, Sault au Recollet and New Glasgow, which he later sold to the Montreal Street Ry. Co., died in Montreal, June 27, aged 65.

E. Wallace, Superintendent of the Westinghouse Manufacturing Co.'s works at Hamilton, Ont., has been promoted to the superintendency of the Co.'s works at Pittsburg, Pa. He is succeeded at Hamilton by P. Domville, of that city.

John Thomson, bagagemaster at the Toronto Union Station, on leaving Toronto recently to become chief clerk in the C.P.R. general baggage office in Montreal, was presented with a silver tea service by the Union Station staff.

Mrs. Cotter, wife of the newly appointed General Superintendent of the Iron Mountain Rd., was in the accident on the Wabash at Peru, Indiana, June 26. The private car in which she was travelling was smashed, but she was uninjured.

Geo. S. McKinnon was entertained at a banquet by the officials of the Ontario and Quebec division, C.P.R., on the occasion of his leaving Toronto, to take up the duties of Master Mechanic of the Western Division C.P.R., at Winnipeg.

cordance with the plan proposed by the Countess of Minto.

Dana Baker, son of Archer Baker, European Traffic Manager of the C.P.R., has left the army service in South Africa, where he has seen a good deal of experience during the war, to take the position of Traffic Inspector under the Table Bay Harbor and Docks Board, Cape Town.

J. K. Tod, of New York, has resigned his position as a director of the Great Northern Ry., U.S.A. He was associated with Lord Strathcona and others who in 1871, enabled J. J. Hill to obtain control of the old St. Paul and Pacific Rd., and to form the St. Paul, Minneapolis and Manitoba Rd.

W. B. Bulling, who has recently been promoted to be Assistant Freight Traffic Manager of the C.P.R. eastern lines at Montreal, was District Freight Agent at Montreal up to 1892, and from that date to receiving his present appointment was General Freight Agent eastern division C.P.R. at Montreal.

George Leightner, general agent for the Northern Pacific Ry., and of the Northern Pacific Express Co., at Vancouver, pleaded guilty to embezzling \$269 from the railway company, and \$1,937 from the express co., June 27, and was sentenced to two years' imprisonment for each offence, the sentences to run concurrently. He absconded early in June, and was arrested at Winnipeg.

Chas. Currie, who was appointed General Manager of the Detroit and Toledo South Shore Line Rd. two months ago, has been again promoted, his position now being Vice-President and General Manager of the Northern Traction Co.'s lines, lately assumed by the Everett & Moore Syndicate, owners of the London St. Ry., with which Mr. Currie became associated in 1882 as office boy.

J. Osborne, General Superintendent of the Western Division of the C.P.R., was presented with a silver tea and coffee service, by the shippers and traders of Winnipeg, on the occasion of his leaving that city for St. John, N.B., to take up his duties as General Superintendent of the Atlantic division. Mrs. Osborne was presented with a set of solid silver spoons and forks by the ladies of Winnipeg.

Jas. Ross, of Montreal, will, it is announced, take over the active management of the Dominion Iron and Steel Co. At the annual meeting in Montreal recently, H. M. Whitney was elected President, and Jas. Ross Vice-president, the other directors being Sir Wm. Van Horne, R. B. Angus, Hon. G. A. Cox, E. Rogers, H. F. Dimock, A. H. Paget, Senator MacKeeen, W. B. Ross, B. F. Pearson, J. S. MacLennan, A. J. Moxham, F. S. Pearson, and Senator Mackay.

Jas. French, the colored porter of Sir Wm. Van Horne's private car Saskatchewan, was found dead in the car at Windsor St. Station, Montreal, from heart disease. He was aged 65, and had been with Sir William since 1882. Sir William, who spoke of French as a most faithful, honest and intelligent man, attended

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the funeral at Mount Royal Cemetery, Montreal, as chief mourner. President Shaughnessy, General Manager McNicoll and Jas. Ross, Vice-President of the Montreal St. Ry., were also present.

Captain Kurtz, of the tug Proctor, has been awarded the Royal Humane Society's medal for saving life on Kootenay lake, B.C. The Proctor was towing a barge loaded with cars across the lake when one of the three men in charge was knocked overboard. The man managed to get hold of the tow-line, and Capt. Kurtz, who jumped overboard, kept him afloat, and after an hour's struggle managed to get him along the line and on board. A strong gale was blowing and a heavy sea was running at the time.

W. P. Martin, who has been appointed local freight agent of the C.P.R. at Montreal, entered the Co.'s service some 25 years ago as operator at Hull, Que., which position he held for a year, since which his service with the Co. has been as follows: station agent at Matiawa for seven years, agent at Sudbury for seven years, agent at North Bay for one year, train dispatcher at Montreal for three years, train dispatcher at Ottawa for three years, then trainmaster on the North Bay division, and afterwards freight agent at West St. John a year.

The Toronto Globe, in closing an article on the Scarboro' electric railway service, pokes a little fun at Wm. Mackenzie. It says:—"So we must not be too exacting with Mr. Mackenzie. He has so many people depending on him. He must look after the British Columbians, the Chinese, the Cubans, the people of the Yukon and of South Africa, of London, and various other parts of the globe, and if he does neglect a few miles of road for a few years we must take consolation in

the thought of forming a part of a street car dominion on which the sun never sets."

M. H. Brown, recently appointed General Freight Agent of the Ontario division of the C.P.R. at Toronto, was born at Richmond Hill, Ont., Sept. 2, 1866, and entered railway service as a junior clerk in the general freight office of the Co. at Toronto, Oct. 1, 1887, remaining there until April, 1890. Since then his service has been: April, 1890, to Aug., 1893, chief clerk to District Freight Agent at Detroit; Aug. 1893, to Mar. 1896, chief clerk to the Freight Traffic Manager, Toronto; Mar., 1896, to July, 1899, chief clerk to the Freight Traffic Manager, Montreal; July, 1899, to June, 1901, District Freight Agent, Detroit.

W. P. Hinton, who has recently been appointed General Freight Agent of the Canada Atlantic Ry., was born Aug. 30, 1871, and educated at Ottawa College Institute. He entered railway service May, 1887, and was consequently to Aug., 1891, clerk freight, passenger and car accounts and travelling auditor, Canada Atlantic Ry.; Sept. 1891, to Mar. 1898, rate clerk, general freight and passenger departments, same road, and accountant Canada Atlantic East Freight line; April, 1898, to June 30, 1901, assistant general freight agent, same road, and Canada Atlantic Transit Co.

J. C. Ulrich, who has been appointed Superintendent of the Manitoulin and North Shore Ry., was born at Lebanon, Pa., Feb. 10, 1868, and entered railway service in 1885 as telegraph operator on the Cornwall, Pa., road, in connection with which road he remained until 1891, serving consecutively as operator, train dispatcher and shipping agent. In Aug., 1891, he was appointed chief clerk to superintendent and chief train dispatcher,

Pacific Coast Line and Cascade division Great Northern (U.S.A.) Ry. at Seattle; and from Nov., 1895, to June, 1901, he was auditor and chief train dispatcher Lake Superior and Ishpeming Ry.

Wm. Stuit, Assistant General Passenger Agent of the C.P.R. at Winnipeg, who has been visiting Australia and New Zealand with a view of establishing closer trade relations between those countries and Canada, said in a recent interview that Canada's trade at present is mostly confined to a part of Queensland and to New South Wales. The steamers leaving Vancouver for the ports there have always full freight, but with the federation of the Australian colonies a large extension is looked for, as the ports of Victoria, South Australia, and Tasmania will be open on the same terms as are those of the rest of Australia.

W. R. Haldane, who has been appointed district freight agent of the C.P.R. at Detroit, was born at Gallashiels, Scotland, July 6, 1867. Coming to Canada in 1876 he lived in Fergus, London and Toronto, and was educated principally in Toronto public schools, Upper Canada College and Trinity Medical College. He moved to Chicago in April, 1889, and entered the service of the C.P.R. on June 1 of that year. In July, 1890 he was appointed freight solicitor to the C. P. Despatch, and in July, 1892, he became chief clerk and contracting freight agent of the freight department in Chicago, retaining that position until July 1, 1901, when appointed to his present position.

W. L. Crighton, recently appointed Advertising Agent of the C.P.R., was born in Derby, Eng., Nov. 9, 1871. He served one year in the local goods office of the Midland Ry., and coming to Canada in May, 1891, entered the

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C.P.R. service in the District Passenger Agent's office, Toronto. In Nov., 1891, he was appointed advertising clerk in that office, and in May, 1896, was appointed to the head office in Montreal, taking charge of the advertising department as assistant to G. H. Ham, and succeeding H. R. Charlton, now Advertising Agent of the G.T.R. On leaving Montreal recently for Moncton, Mr. Crighton was presented with a dinner service and easy chair by the staff of the passenger department.

S. P. Howard, recently appointed General Freight Agent of the Eastern and Lake Superior Divisions, C.P.R., was born in Montreal, Dec. 30, 1865, and educated in the High School there. He entered the Harbor Commissioners' office, Jan. 1, 1882, and went into the service of the C.P.R. as junior clerk in the freight department, Feb. 1, 1883, remaining with that Co. ever since; his record being as follows: stenographer to general freight agent, and general traffic manager, Jan., 1884 to Mar., 1887; chief clerk foreign freight department, Mar., 1887, to Aug., 1888; travelling freight agent, 1888 to 1892; city freight agent, Montreal, 1892 to 1900; assistant general freight agent at Montreal, 1900, to June 30, 1901.

C. Riatt, recently appointed acting Master Mechanic of the Canadian Northern Ry. at Winnipeg, was born at Craigie, Montrose, Scotland, Jan., 1860, and worked as a machinist on the Clyde and in the north of England. Coming to Canada in 1885, he started work for the C.P.R. as a machinist at Carleton Jct., where he remained until 1883, since which his record has been:—1883 to 1886, machinist with C.P.R. at Winnipeg and Donald; 1886 to 1887, machinist with the Manitoba North Western Ry. at Portage la Prairie; 1887 to 1888, gang foreman with the Chicago Atlantic Ry. at Huntington, Ind.; 1888 to 1889, in charge of valve motion work and gang foreman, Northern Pacific Ry. at Brainerd, Minn.; 1889, to May 30, 1901, locomotive foreman, Northern Pacific Ry., at Winnipeg.

W. R. MacInnes, who has recently been promoted to be Assistant Freight Traffic Manager in charge of the C.P.R. western lines at Winnipeg, was born June 7, 1867, at Hamilton, Ont., and was educated in England. He entered railway service July, 1884, as a clerk in the purchasing department of the C.P.R., remaining there until Nov., 1885, since which his record has been: Nov., 1885, to Sept., 1886, clerk, solicitor's office; Sept., 1886, to May, 1887, clerk, general traffic manager's office; May, 1887, to Mar., 1896, chief clerk same office; Mar., 1896, to June, 1899, general agent, freight department C.P.R., and agent Canadian Pacific Despatch at Chicago, also during same period representative Minneapolis Sault Ste. Marie Ry., and Duluth, South Shore and Atlantic Ry.; July, 1899, to June, 1901, general freight agent, lines west of Lake Superior.

G. H. Shaw, recently appointed Traffic Manager of the Canadian Northern Ry., was born at Smith's Falls, Ont., Nov. 25, 1859. His first railway employment was in the office of the General Passenger Agent of the Chicago, Milwaukee and St. Paul Ry., which he entered in May, 1882. He removed to Winnipeg, and on Aug. 5, 1882, entered the traffic department of the C.P.R. as secretary to Assistant Traffic Manager Harder, occupying

traffic department in 1899. When Mr. Kerr removed to Montreal as Passenger Traffic Manager of all the Co.'s lines, Mr. Shaw was appointed Assistant General Freight Agent of the Western division, continuing in that capacity until his recent resignation.

Railway Appointments, Etc.

Algoma Central Ry.—J. W. Dawsey, hitherto local freight agent of the C.P.R. at Montreal, is reported to have been appointed Superintendent of the A.C.R. at Sault Ste. Marie, Ont.

Canada Atlantic Ry.—W. P. Hinton, heretofore Assistant General Freight Agent, has been appointed General Freight Agent.

E. R. Bremner, heretofore Chief Clerk of the freight department, has been appointed Assistant General Freight Agent.

Canadian Northern.—E. W. Lester is reported to have been appointed locomotive foreman at Winnipeg.

Canadian Pacific Ry.—A. R. Creedman, K.C., of Toronto, has entered on his duties as Chief Solicitor of the Co. at Montreal. G. F. Clarke continues in the service as Consulting Counsel.

It is not the intention to appoint an assistant general freight agent at Montreal to succeed S. P. Howard, who has been appointed General Freight Agent.

W. P. Martin, hitherto freight agent at West St. John, N.B., has been appointed local freight agent at Montreal, succeeding J. W. Dawsey, who is reported to have gone to the Algoma Central Ry. as Superintendent.

W. R. Haldane, heretofore Contracting Freight Agent at Chicago, has, as foreshadowed in our last issue, been appointed District Freight Agent at Detroit, Mich., succeeding M. H. Brown, appointed Assistant General Freight Agent at Toronto.

E. Olson, heretofore Freight Agent at Milwaukee, Wis., has been appointed Contracting Freight Agent at Chicago, succeeding W. R. Haldane.

A. G. G. Lauder, heretofore west-bound contracting Freight Agent at Chicago, has been appointed Freight Agent for Wisconsin, with office at Milwaukee, succeeding E. Olson.

H. Nutting, heretofore of the C.P. Despatch office, Boston, Mass., has been appointed west bound Contracting Freight Agent at Chicago, succeeding A. G. G. Lauder.

The appointments of Messrs. Lanigan, Peters and Macdonnell were mentioned in our last issue. Following are the official announcements:

W. R. Lanigan has been appointed General Freight Agent of the Western division, comprising main line and branches, Port Arthur to Laggan and Fernie. Office at Winnipeg.

F. W. Peters has been appointed General Freight Agent of the Pacific division, comprising main line and branches, west of Laggan. Office at Vancouver.

H. E. Macdonell has been appointed General Freight Agent of the Kootenay and Boundary districts, comprising lines west of Fernie and south of Golden, Arrowhead and Penticton. Office at Nelson.

S. Sherman, formerly General Agent to Dodwell & Co., of Vancouver, has been appointed Travelling Freight Agent for the C.P.R., with office at Vancouver.

Jno. Thomson, heretofore joint baggage master at Toronto Union Station, has been appointed chief clerk in the General Baggage Agent's office in Montreal.

Conductor W. A. Brown has been re-appointed trainmaster, a position he formerly held, with office at Rat Portage, Ont.

John Cushing, heretofore section foreman in charge of London Yard, has been appointed assistant roadmaster of the Windsor section, with office at London. It is probable that Roadmaster W. Rose will retire shortly, and that Mr. Cushing will succeed him.

Angus Cameron, heretofore section foreman in charge of Woodstock Yard, has been appointed assistant roadmaster of the London section, with office at Woodstock.

Grand Trunk Ry.—C. S. Cunningham, heretofore Superintendent of St. Clair tunnel and terminals, and agent at Port Huron tunnel, has been appointed Assistant Superintendent of 1st, 2nd and 3rd districts in charge of matters pertaining to transportation and stations. Office at Island Pond, Vt.

W. W. Ashald, heretofore Trainmaster at Belleville, Ont., has been appointed Trainmaster 4th and 5th districts, vice C. H. Bevington, assigned to other duties, as stated below. Office at Bonaventure station, Montreal.

O. F. Clark, heretofore a dispatcher at Belleville, has been appointed Trainmaster 6th and 7th districts, vice W. W. Ashald, transferred as above-stated. Office at Belleville, Ont.

C. H. Bevington, heretofore Trainmaster at Montreal, has been appointed Master of Transportation of the Middle Division, with office at London, Ont., and has assumed the duties heretofore performed by A. S. Begg as Assistant Superintendent, which office has been abolished.

A. S. Begg, heretofore Assistant Superintendent at London, has been appointed Superintendent of St. Clair tunnel and terminals embracing Port Huron tunnel and city, and Fort Gratiot yards, Mich.; also Sarnia tunnel and city, and Point Edward yards, Ont.; and assumes the duties of agent at Port Huron tunnel, vice C. S. Cunningham, transferred as stated above. Office at Port Huron tunnel.

X. H. Cornell, trainmaster, has been relieved of the 25th district Port Huron to Battle Creek, and appointed trainmaster of C., S. & M. section of 25th district, and 27th, 28th and 29th districts, vice J. Irwin, who was mentioned in the circular as having been assigned to other duties, but who has since resigned and left the service. Office at Durand, Mich.

R. P. Dalton, heretofore Trainmaster 26th district, has been appointed Assistant Superintendent 25th district (main line, Port Huron to Battle Creek) and 26th district, in charge of matters pertaining to transportation and stations. Office at Battle Creek, Mich.

F. Price, heretofore chief clerk in the Car Service Agent's office, has been appointed chief clerk of the General Superintendent's office.

J. Lund, heretofore assistant ticket agent for the G.T.R. and I.C.R. at Bonaventure Station, Montreal, has been appointed ticket agent for both companies there, succeeding R. Robertson, who has resigned on account of ill-health, after six years' occu-

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as follows: stenographer to general freight agent, and general traffic manager, Jan., 1884 to Mar., 1887; chief clerk foreign freight department, Mar., 1887, to Aug., 1888; travelling freight agent, 1888 to 1892; city freight agent, Montreal, 1892 to 1900; assistant General freight agent at Montreal, 1900, to June 30, 1901.

C. Ratt, recently appointed acting Master Mechanic of the Canadian Northern Ry., at Winnipeg, was born at Craigie, Montrose, Scotland, Jan., 1860, and worked as a machinist on the Clyde and in the north of England. Coming to Canada in 1881, he started work for the C.P.R. as a machinist at Carlton Jet, where he remained until 1883, since which his record has been:—1883 to 1886, machineins with C.P.R. at Winnipeg and Donaldbald; 1886 to 1887, machinist with the Manitoba North Western Ry. at Portage la Prairie; 1887 to 1888, gang foreman with the Chicago Atlantic Ry., Huntington, Ind.; 1888 to 1889, in charge of valve motion work and gang foreman, Northern Pacific Ry., at Brainerd, Min.; 1889 to May 30, 1901, locomotive foreman, Northern Pacific Ry., at Winnipeg.

W. R. MacInnes, who has recently been promoted to be Assistant Freight Traffic Manager in charge of the C.P.R. western lines at Winnipeg, was born June 7, 1867, at Hamilton, Ont., and was educated in England. He entered railway service July, 1884, as a clerk in the purchasing department of the C.P.R., remaining there until Nov., 1885, since which his record has been: Nov., 1885, to Sept., 1886, clerk, solicitor's office; Sept., 1886, to May, 1887, clerk, general traffic manager's office; May, 1887, to Mar., 1890, chief clerk same office; Mar., 1890, to June, 1899, general agent, freight department C.P.R., and agent Canadian Pacific Despatch at Chicago, also during same period representative Minneapolis Sault Ste. Marie Ry., and Duluth, South Shore and Atlantic Ry.; July, 1869, to June, 1901, general freight agent, lines west of Lake Superior. G. H. Shaw, recently appointed Traffic Manager of the Canadian Northern Ry., was born at Smith's Falls, Ont., Nov. 25, 1859. His first railway employment was in the office of the General Passenger Agent of the Chicago, Milwaukee and St. Paul Ry., which he entered in May, 1882. He removed to Winnipeg, and on Aug. 5, 1882, entered the traffic department of the C.P.R. as secretary to Assistant Traffic Manager Harder, occupying the same position under R. Kerr, when the latter took charge of the freight and passenger departments of the Western division in Dec., 1884. In Nov., 1885, Mr. Shaw was appointed chief freight clerk, and in July, 1886, was given charge of the passenger department. On the completion of the line through to the Pacific coast Mr. Kerr was given charge of traffic matters on all lines west of Port Arthur, and Mr. Shaw continued to act as his chief clerk, both freight and passenger, until the reorganization of the

ported to have been appointed locomotive foreman at Winnipeg.

Canadian Pacific Ry.—A. R. Credman, K.C., of Toronto, has entered on his duties as Chief Solicitor of the Co. at Montreal. G. F. Clarke continues in the service as Consulting Counsel.

It is not the intention to appoint an assistant general freight agent at Montreal to succeed S. P. Howard, who has been appointed General Freight Agent.

W. P. Martin, hitherto freight agent at West St. John, N.B., has been appointed local freight agent at Montreal, succeeding J. W. Dawsey, who is reported to have gone to the Algoma Central Ry. as Superintendent. W. R. Haldane, heretofore Contracting Freight Agent at Chicago, has, as foreshadowed in our last issue, been appointed District Freight Agent at Detroit, Mich., succeeding M. H. Brown, appointed Assistant General Freight Agent at Toronto.

E. Olson, heretofore Freight Agent at Milwaukee, succeding E. Olson, with office at Milwaukee, succeeding E. Olson. H. Natting, heretofore of the C.P. Dispatch office, Boston, Mass., has been appointed west bound Contracting Freight Agent at Chicago, succeeding A. G. G. Launder. The appointments of Messrs. Langan, Peters and Macdonell were mentioned in our last issue. Following are the official announcements:

W. B. Langan has been appointed General Freight Agent of the Western division, comprising main line and branches, Port Arthur to Laggan and Ferbie, Office at Winnipeg. F. W. Peters has been appointed General Freight Agent of the Pacific division, comprising main line and branches, west of Laggan, Office at Vancouver.

H. E. Macdonell has been appointed General Freight Agent of the Kootenay and Boundary districts, comprising lines west of Fernie and south of Golden, Arrowhead and Penitentiary. Office at Nelson.

S. Sherman, formerly General Agent to Dowell & Co., of Vancouver, has been appointed Travelling Freight Agent for the C.P.R., with office at Vancouver.

T. Bell, of the advertising branch of the general passenger department, is reported to have been promoted to the position of assistant to the chief of the branch, succeeding W. L. Crighton, who has gone to the I.C.R.

J. J. Anderson, heretofore joint ticket agent for the C.P.R. and T. H. & B. at Hamilton, Ont., has been given an appointment in the C.P.R.'s Ottawa ticket office, succeeding Cooper, appointed Chief Clerk of the Canadian Northern's passenger department at Winnipeg.

of 1st, 2nd and 3rd districts in charge of matters pertaining to transportation and stations.

Office at Island Pond, Vt.

W. W. Ashall, heretofore Trainmaster at Belleville, Ont., has been appointed Trainmaster 4th and 5th districts, vice C. H. Bevington, assigned to other duties, as stated below. Office at Bonaventure station, Montreal.

O. F. Clark, heretofore a dispatcher at Belleville, has been appointed Trainmaster 6th and 7th districts, vice W. W. Ashall, transferred as above stated. Office at Belleville, Ont.

C. H. Bevington, heretofore Trainmaster at Montreal, has been appointed Master of Transportation of the Middle Division, with office at London, Ont., and has assumed the duties heretofore performed by A. S. Begg as Assistant Superintendent, which office has been abolished.

A. S. Begg, heretofore Assistant Superintendent at London, has been appointed Superintendent of St. Clair tunnel and terminals, embracing Port Huron tunnel and city, and Fort Gratiot yards, Mich., also Sarnia tunnel and city, and Point Edward yards, Ont.; and assumes the duties of agent at Port Huron tunnel, vice C. S. Cunningham, transferred as stated above. Office at Port Huron tunnel.

X. H. Cornell, trainmaster, has been relieved of the 25th district Port Huron to Battle Creek, and appointed Trainmaster of C., S. & M. section of 25th district (main line) Port Huron to Battle Creek and 26th district, id. 28th and 29th districts, vice J. Irwin, who was mentioned in the circular as having been assigned to other duties, but who has since resigned and left the service. Office at Durand, Mich.

R. P. Dalton, heretofore Trainmaster 26th district, has been appointed Assistant Superintendent 25th district (main line) Port Huron to Battle Creek and 26th district, id. Office at Battle Creek, and 26th district, id. Charge of matters pertaining to transportation and stations. Office at Battle Creek, Mich.

F. Price, heretofore chief clerk in the Car Service Agent's office, has been appointed chief clerk of the General Superintendent's office.

J. Land, heretofore assistant ticket agent for the G.T.R. and I.C.R. at Boucherville Station, Montreal, has been appointed ticket agent for both companies there, succeeded by R. Robertson, who has resigned on account of ill-health, after six years' occupancy of the position, and who will in future live in St. Agathe.

The following agents were installed during June:

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Yarmouth, W. F. Carr; West Paris, J. A. Dorian; Waterville, A. McTavish; Saratoga Tunnel, A. S. Begg; Suspension Bridge, R. P. Dewey; Niagara Falls, R. R. Albertson; Grimsby Park, H. J. Blair; Hespeler, J. G. Head; Atwood, J. H. Moore; Brucefield, J. W. Grey; Oliver, O. A. Shaver; Drayton Plains, F. L. Dye; Clarkson's, C.

who now represents the Great Eastern line at Detroit, was European Freight Agent of the G.T.R. at Liverpool, the freight department has not been specially represented in Europe, although its interests have been looked after by W. Cuthbertson, who also represents the Co.'s passenger department and the Canadian Express Co. at Liverpool.

W. D. Robb, who has recently been appointed acting Superintendent of Motive Power, G.T.R., was born at Longueuil, Que., Sept. 21, 1857. He entered railway service as a machinist's apprentice in the G.T.R. shops at Montreal in 1873, and became charge hand in the erecting shops of the works July, 1882, remaining in that position until Jan., 1883, since which his record has been: July, 1883, to Aug., 1883, night roundhouse foreman at Montreal; Aug., 1883, to Jan., 1897, locomotive foreman at Belleville; Jan., 1897, to July, 1901, Master Mechanic at Toronto.

J. M. Lyons, whose portrait appears on page 225, was born at Halifax, N.S., July 1, 1850, and entered railway service 1870, as clerk on the audit staff of the Nova Scotia Ry. Two years later he was appointed first clerk in the audit department of the I.C.R. at Moncton, N.B., holding that position until 1874, since which time his record has been: 1874 to 1876, assistant agent same road at Halifax, N.S.; 1876 to 1881, chief clerk of accounts in connection with the interchange of traffic between the I.C.R. and the G.T.R. at Riviere du Loup and Chaudiere Jct.; 1881 to Nov., 1892, assistant to General Passenger and Ticket Agent, I.C.R.; Nov., 1892 to date, General Passenger and Ticket Agent same road.

Wm. Cotter, recently appointed General Superintendent of the St. Louis, Iron Mountain and Southern Rd., is a native of Bloomington, Ill., and is 43 years old. His first railway experience was with the Chicago & Alton as night operator in 1873. He then went to the St. Louis, Iron Mountain & Southern, and was soon promoted to be train despatcher and later trainmaster. He left this Co. in 1882 to go to the Chicago, Milwaukee & St. Paul as train despatcher, and after remaining there one year took a similar position on the Wabash. The next year (1884) he was made Chief Train Despatcher. In July, 1896, he went to the G.T.R. as Superintendent of the Eastern Division, and was transferred to the Western Division in 1899.

J. A. Fillmore, who recently resigned the position of manager of the Pacific system of the Southern Pacific Co., is reported to have said in an interview that his retirement had been under consideration for several months. He added: "President Hays and myself have made an arrangement that is satisfactory to both of us. In fact, I have a verbal arrangement with him as to the future of myself that shows a fair and just spirit on his part to me. I am not at liberty to divulge its nature. The relations between President Hays and myself are of the friendliest character." Mr. Fill-

more has been at the head of the operating department of the Southern Pacific on the Pacific coast for 19 years. He is 56 years of age, and entered railway service at the age of 21 as a brakeman on the Delaware, Lackawanna and Western.

W. B. Bulling, recently appointed Assistant Freight Traffic Manager of the C.P.R. Eastern Lines, was born in Montreal in 1858, and his first railway experience was with the G.T.R., which service he entered in 1872 in that city. He resigned in 1880 to accept a position with the Chicago and North-Western Rd. in Chicago, in which employ he remained, however, only a short time, returning to the staff of the G.T.R. In 1883 he was appointed Chief Clerk of the general freight department of the C.P.R.; in 1889 he was appointed District Freight Agent, and in 1892 General Freight Agent of the Eastern Division, which position he occupied until appointed, on July 1 last, Assistant Freight Traffic Manager of Eastern Lines, comprising all lines of the C.P.R. east of Fort William and Detroit to Quebec and St. John, N.B.

The Railway and Engineering Review says: "Promotions from the motive power department into the higher operating departments have been so rare as to call for especial comment. The new century seems inclined to develop a tendency in this direction, as evidenced by the cases of Mr. Potter, of the Pennsylvania, and Mr. Delano, of the Burlington, followed closely by that of Mr. Morse, of the Grand Trunk. The announcement has just been made of the appointment of the latter gentleman as Third Vice-President in charge of the transportation, motive power and car departments, and to act as Assistant General Manager from time to time. It looks as though the subject of co-ordination of the different departments of railway service was beginning to receive something of the attention which its importance merits."

Early in June a number of daily papers published the following despatch from Montreal: "A young French-Canadian named Godefroid Malette, who has been appointed Chief Mechanic of the C.P.R., has risen from the ranks by hard work. He is only 28 years old and had no education when he arrived in Montreal 14 years ago. He served as an apprentice in the C.P.R. workshop, and then was given a passenger locomotive. A few years later he was named inspector, and now he is Chief Mechanic, with a salary of \$8,000 a year." It is almost needless to say that there is no such position as Chief Mechanic. It is alleged that Malette got a French newspaper to publish the story. He became engaged to a young girl of good family and would probably have married her if his story had not been proved to be false. He is also said to have borrowed money on the strength of the appointment and detectives are on the lookout for him.

E. R. Breunner, recently appointed Assistant General Freight Agent of the Canada Atlantic Ry., was born in Toronto Sept. 29,

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Coffee, Toronto, and C. Kloepfer, Guelph, directors. Other details of the organization are not yet completed, and will not be until the end of July.

The directorate is composed of the incorporators of the N.E.R. Co., and of the Musquodoboit Ry. Co., the charter for the construction of which, granted by the Nova Scotia Legislature in 1898, was revived at its last session. The M.R. Co. held a meeting early in June, when the following were elected :—

J. W. Greer, Montreal, President; H. Fitzpatrick, M.L.A., New Glasgow, N.S., Vice-president; W. C. Trotter, St. John's, Que., President; D. H. H. McKay, New Glasgow, Treasurer, and Dr. H. H. Murray, New Glasgow, Secretary.

(Oct., 1899, pg. 295.)

The N.S.E.R. Co. was incorporated at the last session of the Nova Scotia Legislature, and received a Dominion charter also this year. The Co. was authorized to construct a standard gauge railway from the I.C.R. at New Glasgow, running past Thorburn to Suther-Glasgow, thence to Moose river east of the land river, thence to Moose river east of the Blue Mountain range, thence down the east side of the Garden lake by Campbell's brook into St. Mary's, thence it will follow the Chambers' survey into Guysborough, and thence to the Straits of Canso. No survey has been made of this part of the route. There is a Dominion subsidy available for a line from New Glasgow to County Harbor, and County Harbor cross road to Guysborough. (June, pg. 167.)

The Ottawa, Northern and Western will build a joint station in Hull, Que., of either pressed brick or stone, to cost from \$4,000 to \$5,000, and to be used also by the Pontiac Pacific Jet. Ry.

On the extension from Gracefield, 60 miles from Ottawa, towards Kinniaat, about 12 miles were cleared and a little grading done last year. No work has been done this year.

Pacific, Northern and Ontario Ry.—J. H. Gray, C.E., is reported to have started to make a location survey of the section of this proposed line between Kinniaat to Hazelton, about 100 miles, the first section of which is said to be intended as an all-Canadian route to the Yukon, the L.C. which was incorporated in 1896, being empowered to build from Kinniaat to Hazelton, and thence to the north-east boundary of B.C. The Victoria Colonist says :—“The importance of this railway, not only to the Cassiar district, but to Victoria and the coast generally, is very great. It will open an immense tract of country rich in the precious metals, coal and timber and agricultural

tural lands to development and settlement and will provide new channels for the trade of Victoria.

Pontiac Pacific Jet.—Though no definite information is obtainable, there is little doubt that H. J. Beemer is negotiating to secure control of the Hull Electric Co., which owns the electric railway between Hull and Aylmer, Que. Last year the Pontiac Pacific Jet, Ry., which Mr. Beemer is the chief promoter and also the contractor, built from the Aylerm terminus towards Hull as far as Deschene, and graded for a short distance further, and graded for a short distance further. No construction has been done this year, and it is thought work has been delayed some rock cutting. Should the H. E. Ry. be secured by Mr. Beemer it would probably be used for a time for running P.P.J. passenger trains between Aylmer and Hull, thence over the Interprovincial bridge into Ottawa. The Hull Electric Co. now hauls freight cars between Aylmer and Hull. P.P.J. freight cars between Hull and the Hull Track has already been laid between the Hull Electric Co.'s terminus in Hull and the Interprovincial bridge, and electric cars are now crossing the bridge into Ottawa.

See also “Ottawa Northern & Western.”

Port Arthur Union Station.—Councilor Neelin, of Port Arthur, who came east with the New Ontario delegation recently, in an interview on his return home stated that he had good reasons for saying that the C.P.R. and the Canadian Northern were agreeable to the erection of a union station at foot of Arthur St., Port Arthur.

Prince Edward Island Ry.—With the removal of three considerable curves in the vicinity of Coville station, the section of line between Royalty Jet. and North Wilshire, has been placed in position. It is 109 ft. long, 6 ft. wide and 12 ft. high, and weighs about 80 tons.

M. J. Haney, contractor for the bridge over the Hillsborough river between Charlottetown and Mutch's Point, near Southport, has a large number of men employed in the erection of plant. A lumber mill is ready equipped with a 50 h.p. engine ; the work of framing the first caisson has begun ; the pile-

driving scow has been built and launched ; and a dredge will be ready for work about July 10. A stone quarry will be opened at Arisaig, N.S.

Quebec Bridge.—A considerable amount of preparatory work had to be done at the site of the bridge before anything in the way of construction could be commenced. The banks of the river at the site, just south of Chaudiere on the south side of the river, and at Cap Rouge on the north side, are 120 ft. high, and were heavily wooded. They are now clear, the rock has been blasted out for pier foundations, a railway two miles long has been built for the transfer of stone from the quarries, a wharf has been constructed for the landing of supplies, and houses and workshops have been built. This work took up the whole of the summer of 1900, and in October the first block of granite from the Riviere a Pierre quarries was put in position. During the winter the first caisson, within which the main north pier of the bridge will be built, was constructed, and placed in position May 20.

The caisson is 150 ft. long, 50 ft. wide, and 25 ft. deep, and contains over 1,000,000 ft. of lumber. The pier will be built outside the ship channel, and the foundation will be carried 60 ft. below high water level. It will be the second caisson will be constructed next winter, and placed in position in the spring. It is estimated that the steel superstructure will take 18 months to erect, and on this estimate the Co. expects to have the bridge open for traffic in 1904. (Aug., 1900, pg. 241.)

The Quebec and James' Bay Ry. Co. was incorporated in 1883 to construct a line to James Bay, and its charter has been extended from time to time, the last extension fixing the date of the commencement of the work as expiring on June 29 last. At the

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commenced in the spring. (Dec., 1901, pg. 357.) See *The Kitamaat (Ltd.)*, pg. 3.

Parrsboro and Londonderry Ry.—Press reports say that H. J. Logan, M.P., for Cumberland, N.S., together with some Halifax and Montreal people have been looking over the route proposed for this line. The distance between the two points is about 35 miles, and the line would open up a considerable agricultural and mining country.

Pontiac Pacific Jet. Ry.—The section of the line between Aylmer, Que., and Hull has been completed, and was handed over to the operating department Dec. 2. The Co. has now in operation 78.9 miles from Hull to Waltham. Connection is made with Ottawa via the Inter-provincial bridge, a further distance of 1.6 miles. (Dec., 1901, pg. 357.)

Antigonish Ry.—The north abutments,

January 1902

Wash., has been appointed General Manager with office at St. Paul, Minn.

E. H. McHenry, Chief Engineer, has resigned, effective Sept. 1.

Following is a list of the officers who were in the service at Winnipeg when the Co.'s Manitoba lines were transferred recently to the Canadian Northern Ry., with particulars as to their present positions: G. W. Vanderslice, Superintendent, now Superintendent N.P.R. at East Grand Forks, Minn.; F. E. Potter, Chief Despatcher, now Chief Despatcher N.P.R. at East Grand Forks, Minn.; H. Swinford, General Agent, retains same title; C. E. Lang, local freight agent, now General Agent for N.P.R. at Victoria, B.C.; R. Crawford, cashier, now local freight agent Canadian Northern Ry.; J. E. Riley, roadmaster, now Roadmaster for N.P.R. at East Grand Forks, Minn.; C. W. Tyson, roadmaster, now roadmaster for C.N.R. at Belmont, Man.; J. T. Lord, Master Mechanic, now in Chicago, Ill.; C. Raitt, foreman of shops, now acting Master Mechanic C.N.R., Winnipeg; J. T. Spear, supervisor, now supervisor C.N.R., Winnipeg.

Quebec Ry. Light and Power Co.—J. A. Everell has been appointed Superintendent of the Montmorency and Ste. Anne divisions. H. N. Bartlett has been appointed Assistant Superintendent of the Citadel division (City electric system.) These appointments are in consequence of the resignation of General Superintendent W. R. Russell, who has been appointed General Superintendent of the Great Northern Ry. of Canada.

Following is the official list:—President, A. Thomson; General Manager and Chief Engineer, E. A. Evans; Sec.-Treas., E. F. Wurtele; Superintendent, J. A. Everell; Assistant Superintendent, Citadel division, H. N. Bartlett; Sup't. Mechanic, W. Langford; Asst. Engineer and Roadmaster, C. J. Pigot.

Southern Pacific Co.—E. H. Fitzhugh, formerly Vice-President and General Manager of the Central Vermont Ry., has been appointed Assistant to President Hays, of the S. P. Co.

J. M. Herbert, heretofore General Superintendent of the St. Louis, Iron Mountain and Southern Ry., and formerly Superintendent of the Eastern division of the G.T.R., has been appointed Manager of the Pacific system of the Southern Pacific Co., succeeding J. A. Fillmore, resigned.

Wabash Rd.—President Jos. Ramsay, Jr., announces that the office of General Manager will be abolished and that the duties heretofore performed by him while serving in that capacity will be continued by him in his new position.

White Pass and Yukon Route.—A. B. Newell has been appointed Vice-President of this route, composed of the Pacific & Arctic Ry. and Navigation Co., British Columbia Yukon R.R., British Yukon R.R., and British Yukon Navigation Co. The heads of departments will continue to report to E. C. Hawkins, General Manager.

It is said A. L. Berdoe, formerly in the Auditor's office at Seattle, is to be appointed comptroller.

The Canadian Society of Civil Engineers will hold its summer meeting in Buffalo on Sept. 26, 27 and 28. For some time past Secretary C. H. McLeod has been making the necessary arrangements so that the members may have as much time as possible to see the Exposition. The Engineers' Society of Western New York, 975 Ellicott Square, Buffalo, has placed its rooms at the disposal of the visitors. A special committee of the members of the same society, of which G. A. Ricker is chairman, will assist the members of the Canadian society in viewing works of engineering interest in or near Buffalo.

Mainly About People.

Robt. Moore, G.T.R. despatcher, died suddenly at Belleville, July 12, aged 50.

W. Mackenzie, of Mackenzie, Mann & Co., arrived in Toronto July 1 from England.

Mrs. Wm. Wainwright, of Montreal, is spending the summer at Little Metis, Que.

The Minister of Railways, Mr. Blair, is expected to return from England early in Aug.

C. Schreiber, Deputy Minister of Railways, spent a considerable portion of July inspecting the I.C.R.

Mrs. T. G. Shaughnessy, of Montreal, and her family are spending the summer at St. Andrew's, N.B.

Sir C. Rivers Wilson, President of the G.T.R., has given £25 to the National Victoria Memorial Fund.

Mrs. D. D. Mann, of Toronto, is spending the summer at St. Patrick's, Riviere du Loup, Que., accompanied by her son and her sister, Miss Williams.

John D. Kiely, who was a member of the syndicate which leased the Toronto St. Ry., after the city took over the franchise in 1891, died in Toronto recently.

H. Wilkinson, Mechanical Superintendent of the Brockville, Westport & Sault Ste. Marie Ry., has received a medal for service in the Fenian raid in 1870.

J. B. Ingersoll, Superintendent of Rolling Stock for the Montreal Street Railway Co., has resigned to become construction engineer with the Westinghouse Co.

Mrs. G. S. McKinnon, wife of the recently-appointed Master Mechanic of the Western Division of the C.P.R., has removed from Toronto to Winnipeg with her family.

C. H. Sibbald, who died at Brooklyn, N.Y., June 30, was at one time a resident of Hamilton, being private secretary to General Manager Broughton, of the old Great Western Ry.

J. E. Simmons, bridge and wharf contractor, who died at Gibson, N.B., recently, was father of T. L. Simmons, assistant inspecting engineer of the Dominion Department of Railways.

W. W. Walker, who has recently been promoted to be General Freight Agent of the Duluth, South Shore & Atlantic Ry., was born in Ontario and went into the G.T.R. service at the age of 15 as an office boy.

Sir Wm. Van Horne and Senator Drummond, of Montreal, are stated to have underwritten all the stock, \$5,000,000, of the St. Lawrence Power Co., which recently tendered for supplying Montreal with light.

H. L. L'Hommiedieu, in the engineering department of the Michigan Central Ry., a son of General Superintendent L'Hommiedieu, of the M.C.R., was killed at Ann Arbor, Mich., July 31, through stepping in front of an express train.

Sir Louis Davies, Minister of Marine, returned from England late in July, and proceeded to Gananoque, where Lady Davies is spending the summer. It is semi-officially announced that Sir Louis will shortly be appointed to the Supreme Court.

President Hays, of the Southern Pacific, in speaking recently of railway co-operation, said: "I think it is the desire of the companies to employ the money that will be saved through the elimination of unnecessary competition and fighting among themselves in the building up of the properties, so that the public may get the advantage of it in improved transportation facilities and better service."

C. W. Cooper, who has been placed in charge of the passenger branch of the Canadian Northern Ry.'s traffic department at Winnipeg, under Traffic Manager Shaw, was at

one time in the employ of the G.T.R. passenger department in Montreal, afterwards entering the C.P.R. service, in which he was secretary to the General Passenger Agent, rate clerk, and afterwards in the city ticket office at Ottawa.

A. B. Newell, who has recently been appointed Vice-President of the White Pass & Yukon route, was for several months previous to Oct., 1891, assistant trainmaster Franklin division, Lake Shore & Michigan Southern Ry.; since which he has been successively, Oct., 1891, to May, 1892, Superintendent Kalamazoo division at Grand Rapids, Mich.; May, 1892, to Feb., 1893, Superintendent Franklin division, same road; Feb., 1893, to recent date, Superintendent Western division, same road.

Geo. Stephen, who has been placed in charge of the freight branch of the Canadian Northern Ry.'s traffic department at Winnipeg under Traffic Manager Shaw, was chief clerk for Mr. Shaw in the Assistant General Freight Agent's office at Winnipeg, from Aug., 1890, to June, 1900, when he was promoted to be Travelling Freight Agent of the C.P.R., Western Division. Last autumn he was temporarily transferred to the C.P.R., Kootenay division, remaining there until resigning to enter the C.N.R. service.

H. C. Sheffield, who was up to 18 months ago sleeping car distributor for Ontario for the C.P.R., with office in Toronto, went to Niagara Falls on July 29, and stopped at the Windsor Hotel there. On the morning of July 31 a revolver shot was heard in his room, and on the door being forced open he was found lying dead on the bed. The deceased, who was a brother of J. A. Sheffield, Superintendent of Sleeping, Dining and Parlor Cars and Hotels on the C.P.R., had been in low spirits for some time, owing to financial troubles.

W. Kennedy, recently appointed Master Mechanic of the middle division of the G.T.R., was born at Belleville, Ont., Dec. 23, 1869, and has been in the service of the G.T.R. continuously since 1883, his record being: 1883 to 1886 apprentice in the Belleville shops; 1886 to 1891 apprentice and journeyman in the Point St. Charles shops; 1891 to Sept. 1897, in charge of the waterworks between Toronto and Montreal, under the Master Mechanic, with headquarters at Belleville; Sept., 1897, to June, 1901, locomotive foreman at Sarnia tunnel.

C. F. Spaulding, formerly Superintendent of the New London Northern (the New London Division of the Central Vermont Rd.), died at his home in New London, July 8, aged 64. He was born in Cavendish, Vt., and entered the railway service in 1863 as a clerk in the office of the Rutland & Burlington. From 1873 to date of absorption by the Central Vermont he was General Freight Agent of the New London Northern. He was then Acting Superintendent same Co., and in 1883 became Superintendent of the New London Division of the Central Vermont.

S. Hill, a son of J. J. Hill, and third vice-president of the Great Northern Ry., U.S., arrived at Seattle recently from a trip around the world, having as its special object the examination of U.S. trade conditions with Siberia and Oriental ports. It has long been a favorite project of J. J. Hill to establish trade relations between the Pacific Coast and Asiatic ports, including Vladivostock, Honolulu, Hong Kong and other points. The trip of S. Hill included a minute examination into these ports. Starting from Moscow, he travelled over the entire Trans-Siberian Ry.

J. W. Loud, Freight Traffic Manager of the G.T.R., sailed from Portland, Me., for England, July 6. It is thought his visit may have something to do with the representation of his department in Europe. Since R. Quinn,

[AUG., 1901.]

who now represents the Great Eastern line at Detroit, was European Freight Agent of the G.T.R. at Liverpool, the freight department has not been specially represented in Europe, although its interests have been looked after by W. Cuthbertson, who also represents the Co.'s passenger department and the Canadian Express Co. at Liverpool.

W. D. Robb, who has recently been appointed acting Superintendent of Motive Power, G.T.R., was born at Longueuil, Que., Sept. 21, 1857. He entered railway service as a machinist's apprentice in the G.T.R. shops at Montreal in 1873, and became charge hand in the erecting shops of the works July, 1882, remaining in that position until Jan., 1883, since which his record has been: July, 1883, to Aug., 1883, night roundhouse foreman at Montreal; Aug., 1883, to Jan., 1897, locomotive foreman at Belleville; Jan., 1897, to July, 1901, Master Mechanic at Toronto.

J. M. Lyons, whose portrait appears on page 225, was born at Halifax, N.S., July 1, 1850, and entered railway service 1870, as clerk on the audit staff of the Nova Scotia Ry. Two years later he was appointed first clerk in the audit department of the I.C.R. at Moncton, N.B., holding that position until 1874, since which time his record has been: 1874 to 1876, assistant agent same road at Halifax, N.S.; 1876 to 1881, chief clerk of accounts in connection with the interchange of traffic between the I.C.R. and the G.T.R. at Rivière du Loup and Chaudière Jct.; 1881 to Nov., 1892, assistant to General Passenger and Ticket Agent, I.C.R.; Nov., 1892 to date, General Passenger and Ticket Agent same road.

Wm. Cotter, recently appointed General Superintendent of the St. Louis, Iron Mountain and Southern Rd., is a native of Bloomington, Ill., and is 43 years old. His first railway experience was with the Chicago & Alton as night operator in 1873. He then went to the St. Louis, Iron Mountain & Southern, and was soon promoted to be train despatcher and later trainmaster. He left this Co. in 1882 to go to the Chicago, Milwaukee & St. Paul as train despatcher, and after remaining there one year took a similar position on the Wabash. The next year (1884) he was made Chief Train Despatcher. In July, 1896, he went to the G.T.R. as Superintendent of the Eastern Division, and was transferred to the Western Division in 1899.

J. A. Fillmore, who recently resigned the position of manager of the Pacific system of the Southern Pacific Co., is reported to have said in an interview that his retirement had been under consideration for several months. He added: "President Hays and myself have made an arrangement that is satisfactory to both of us. In fact, I have a verbal arrangement with him as to the future of myself that shows a fair and just spirit on his part to me. I am not at liberty to divulge its nature. The relations between President Hays and myself are of the friendliest character." Mr. Fill-

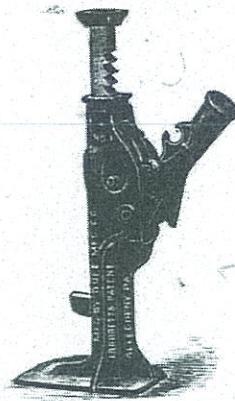
more has been at the head of the operating department of the Southern Pacific on the Pacific coast for 19 years. He is 56 years of age, and entered railway service at the age of 21 as a brakeman on the Delaware, Lackawanna and Western.

W. B. Bulling, recently appointed Assistant Freight Traffic Manager of the C.P.R. Eastern Lines, was born in Montreal in 1858, and his first railway experience was with the G.T.R., which service he entered in 1872 in that city. He resigned in 1880 to accept a position with the Chicago and North-Western Rd. in Chicago, in which employ he remained, however, only a short time, returning to the staff of the G.T.R. In 1883 he was appointed Chief Clerk of the general freight department of the C.P.R.; in 1889 he was appointed District Freight Agent, and in 1892 General Freight Agent of the Eastern Division, which position he occupied until appointed, on July 1 last, Assistant Freight Traffic Manager of Eastern Lines, comprising all lines of the C.P.R. east of Fort William and Detroit to Quebec and St. John, N.B.

The Railway and Engineering Review says: "Promotions from the motive power department into the higher operating departments have been so rare as to call for especial comment. The new century seems inclined to develop a tendency in this direction, as evidenced by the cases of Mr. Potter, of the Pennsylvania, and Mr. Delano, of the Burlington, followed closely by that of Mr. Morse, of the Grand Trunk. The announcement has just been made of the appointment of the latter gentleman as Third Vice-President in charge of the transportation, motive power and car departments, and to act as Assistant General Manager from time to time. It looks as though the subject of co-ordination of the different departments of railway service was beginning to receive something of the attention which its importance merits."

Early in June a number of daily papers published the following despatch from Montreal: "A young French-Canadian named Godefroid Malette, who has been appointed Chief Mechanic of the C.P.R., has risen from the ranks by hard work. He is only 28 years old and had no education when he arrived in Montreal 14 years ago. He served as an apprentice in the C.P.R. workshop, and then was given a passenger locomotive. A few years later he was named inspector, and now he is Chief Mechanic, with a salary of \$8,000 a year." It is almost needless to say that there is no such position as Chief Mechanic. It is alleged that Malette got a French newspaper to publish the story. He became engaged to a young girl of good family and would probably have married her if his story had not been proved to be false. He is also said to have borrowed money on the strength of the appointment and detectives are on the lookout for him.

E. R. Brämer, recently appointed Assistant General Freight Agent of the Canada Atlantic Ry., was born in Toronto Sept. 29,



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[AUG., 1901.]

W. S. Elliott, heretofore chief clerk to the Auditor of Freight Claims, has been appointed Travelling Freight Agent, succeeding A. R. Evans, appointed chief clerk to the Assistant Freight Traffic Manager, eastern lines.

J. F. Mundie, heretofore Local Freight Agent at Ottawa, and formerly Local Freight Agent at Montreal, has been appointed City Freight Agent at Montreal, with office in C. P. R. Telegraph Chambers, Hospital St.

J. Quinn, heretofore Freight Agent at Mile End, Que., has been appointed Local Freight Agent at Ottawa, Ont., succeeding J. F. Mundie. J. Halstead, heretofore in the freight department at Toronto, has been appointed chief clerk to the General Freight Agent of the Western Division at Winnipeg.

R. C. Montgomery, of Webbwood, Ont., who was a member of the trackmen's grievance committee, is said to have been appointed Roadmaster of the Ottawa terminals. L. R. Johnston, formerly Master Mechanic of the Pacific Division, and latterly Superintendent of Engineering at Vancouver, with charge of the Vancouver shops, and of the machinery of the Empress steamers, is reported, unofficially, to have been appointed Assistant Superintendent of Rolling Stock, with office at Montreal.

Grant Hall, heretofore General Foreman at Winnipeg, has been appointed Master Mechanic of the Pacific division, with headquarters at Revelstoke, succeeding F. E. Hobbs, transferred as General Foreman of the Vancouver shops which will hereafter be operated under the supervision of the Master Mechanic instead of as heretofore under the Superintendent Engineer, L. R. Johnson.

The Cataract Power Co., which owns and operates the Hamilton St. Ry., the Hamilton Radial Ry., and the Hamilton and Dundas Ry., as well as other concerns, has appointed

W. C. Hawkins, of Schenectady, N.Y., as General Manager.

Duluth, South Shore and Atlantic.—W. W. Walker, heretofore Assistant General Freight Agent, has been appointed General Freight Agent, succeeding W. Orr, who has resigned and will, it is said, reside abroad.

Grand Trunk Ry.—F. W. Morse, heretofore Superintendent of Motive Power, has been appointed Third Vice-President. The transportation, motive power and car departments, will report direct to him. He will also act as Assistant General Manager from time to time, in dealing with matters which may be delegated to him that do not pertain to the transportation, motive power or car departments.

This appointment has given rise to a good deal of speculation. Our impression is that G. B. Reeve, Second Vice-President and General Manager, will again retire to his California ranch, probably at the end of next year, and that Mr. Morse will succeed him.

W. D. Robb, heretofore Master Mechanic of the middle division, has been appointed acting Superintendent of Motive Power, with office at Montreal.

W. Kennedy, heretofore Locomotive Foreman at Point Edward, has been appointed Master Mechanic of the middle and southern divisions, having jurisdiction over all matters pertaining to the motive power department on these divisions, exclusive of the Stratford shops. Office, Union Station, Toronto. The Stratford shops remain under R. Patterson, Master Mechanic.

J. C. Willson, heretofore travelling auditor of the G. T. R., has been appointed joint ticket agent for the G. T. R. and the I. C. R. at Bonaventure Station, Montreal, succeeding R. Robertson, who resigned on account of ill

health. The announcement in our last issue that J. Lund had been appointed was incorrect.

Great Northern Ry. of Canada.—W. R. Russell, heretofore Superintendent of the Quebec Ry. Light and Power Co., has been appointed General Superintendent of the G. N. R.

Intercolonial.—The Government organ at Moncton mentions a rumor that an attempt is being made to abolish the position of Engineer of Maintenance of Way and Works, which is occupied by T. C. Burpee.

J. M. Daly has been engaged for two or three months to organize a car service system. He is stationed at Moncton. W. B. Logan has been appointed store-keeper at Moncton, succeeding J. R. Fraser, retired, under whom he was chief clerk. Mr. Logan has charge of the receipts and issuing department. His position must not be confounded with that of General Storekeeper, which is occupied by C. R. Palmer, to whom he reports.

L. R. Ross, station master at St. John, N. B., has been appointed Superintendent of Terminals, in addition to his present duties.

Michigan Central.—J. Freyer, heretofore passenger conductor, has been appointed trainmaster at Buffalo.

J. C. Mock has been appointed Signal Engineer, with headquarters at Detroit, vice H. D. Miles, transferred to the operating department.

New York and Ottawa.—The headquar-

ters of Master Mechanic M. Goodrich are about to be transferred from Santa Clara, N. Y., to Ottawa, Ont., in consequence of the removal of the shops.

Northern Pacific.—W. G. Pearce, hereto-

fore assistant to the President, at Tacoma,

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Wash., has been appointed General Manager with office at St. Paul, Minn.

E. H. McHenry, Chief Engineer, has resigned, effective Sept. 1.

Following is a list of the officers who were in the service at Winnipeg when the Co.'s Manitoba lines were transferred recently to the Canadian Northern Ry.: with particulars as to their present positions: G. W. Vandervelde, Superintendent, now Superintendent N.P.R. at East Grand Forks, Minn.; F. E. Potter, Chief Despatcher, now Chief Despatcher N.P.R. at East Grand Forks, Minn.; H. Swinford, General Agent, retains same title; C. E. Lang, local freight agent, now General Agent for N.P.R. at Victoria, B.C.; R. Crawford, cashier, now local freight agent Canadian Northern Ry.; J. E. Riley, roadmaster, now Roadmaster for N.P.R. at East Grand Forks, Minn.; C. W. Tyson roadmaster, now roadmaster for C.N.R. at Belmont, Man.; J. T. Lord, Master Mechanic, now in Chicago, Ill.; C. Raftt, foreman of shops, now acting Master Mechanic C.N.R., Winnipeg; J. T. Spear, supervisor, now supervisor C.N.R., Winnipeg.

Quebec Ry. Light and Power Co.—J. A. Everell has been appointed Superintendent of the Montmorency and Ste. Anne divisions. H. N. Bartlett has been appointed Assistant Superintendent of the Citadel division (City electric system.) These appointments are in consequence of the resignation of General Superintendent W. R. Russell, who has been appointed General Superintendent of the Great Northern Ry. of Canada.

Following is the official list:—President, A. Thomson; General Manager and Chief Engineer, E. A. Evans; Sec.-Treas., E. F. Wurtele; Superintendent, J. A. Everell; Assistant Superintendent, Citadel division, H. N. Bartlett; Sup't. Mechanic, W. Langford; Ass't. Engineer and Roadmaster, C. J. Pigot.

Southern Pacific Co.—E. H. Fitzhugh, formerly Vice-President and General Manager of the Central Vermont Ry., has been appointed Assistant to President Hays, of the S.P.C.

J. M. Herbert, heretofore General Superintendent of the St. Louis, Iron Mountain and Southern Ry., and formerly Superintendent of the Eastern division of the G.T.R., has been appointed Manager of the Pacific system of the Southern Pacific Co., succeeding J. A. Fillmore, resigned.

Mainly About People.

Robt. Moore, G.T.R. despatcher, died suddenly at Belleville, July 12, aged 50. W. Mackenzie, of Mackenzie, Mann & Co., arrived in Toronto July 1 from England.

Mrs. Wm. Wainwright, of Montreal, is spending the summer at Little Metis, Que. The Minister of Railways, Mr. Blair, is expected to return from England early in Aug. C. Schreiber, Deputy Minister of Railways, spent a considerable portion of July inspecting the I.C.R.

Mrs. T. G. Shaughnessy, of Montreal, and her family are spending the summer at Sir Andrew's, N.B.

Sir C. Rivers Wilson, President of the G.T.R., has given £25 to the National Victoria Memorial Fund.

Mrs. D. D. Mann, of Toronto, is spending the summer at St. Patrick's, Rivière du Loup, Que., accompanied by her son and her sister, Miss Williams.

John D. Kiely, who was a member of the syndicate which leased the Toronto St. Ry., died in Toronto recently.

H. Wilkinson, Mechanical Superintendent of the Brockville, Westport & Sault Ste. Marie Ry., has received a medal for service in the Fenian raid in 1870.

J. B. Ingersoll, Superintendent of Rolling Stock for the Montreal Street Railway Co., has resigned to become construction engineer with the Westinghouse Co.

Mrs. G. S. McKinnon, wife of the recently appointed Master Mechanic of the Western Division of the C.P.R., has removed from Toronto to Winnipeg with her family.

C. H. Sibbald, who died at Brooklyn, N.Y., June 30, was at one time a resident of Hamilton, being private secretary to General Manager Broughton, of the old Great Western Ry.

J. E. Simmons, bridge and wharf contractor, who died at Gibson, N.B., recently, was father of T. L. Simmons, assistant inspecting engineer of the Dominion Department of Railways.

W. W. Walker, who has recently been promoted to be General Freight Agent of the Duluth, South Shore & Atlantic Ry., was born in Ontario and went into the G.T.R. service at

one time in the employ of the G.T.R. passenger department in Montreal, afterwards entering the C.P.R. service, in which he was secretary to the General Passenger Agent, rate clerk, and afterwards in the city ticket office at Ottawa.

A. B. Newell, who has recently been appointed Vice-President of the White Pass & Yukon route, was for several months previous to Oct., 1891, assistant trainmaster Franklin division, Lake Shore & Michigan Southern Ry.; since which he has been consecutively, Oct., 1891, to May, 1892, Superintendent Kalamazoo division at Grand Rapids, Mich.; May, 1892, to Feb., 1893, Superintendent Franklin division, same road; Feb., 1893, to recent date, Superintendent Western division, same road.

Geo. Stephen, who has been placed in charge of the freight branch of the Canadian Northern Ry.'s traffic department at Winnipeg under Traffic Manager Shaw, was chief clerk for Mr. Shaw in the Assistant General Freight Agent's office at Winnipeg, from Aug., 1899, to June, 1900, when he was promoted to be Travelling Freight Agent of the C.P.R., Western Division. Last autumn he was temporarily transferred to the C.P.R., Kootenay division, remaining there until resigning to enter the C.N.R. service.

H. G. Sheffield, who was up to 18 months ago sleeping car distributor for Ontario for the C.P.R., with office in Toronto, went to Niagara Falls on July 29, and stopped at the Windsor Hotel there. On the morning of July 31 a revolver shot was heard in his room, and on the door being forced open he was found lying dead on the bed. The deceased, who was a brother of J. A. Sheffield, Superintendent of Sleeping, Dining and Parlor Cars and Hotels on the C.P.R., had been in low spirits for some time, owing to financial troubles.

W. Kennedy, recently appointed Master Mechanic of the middle division of the G.T.R., was born at Belleville, Ont., Dec. 23, 1869, and has been in the service of the G.T.R. continuously since 1883, his record being: 1883 to 1886 apprentice in the Belleville shops; 1886 to 1891 apprentice and journeyman in the Point St. Charles shops; 1891 to Sept., 1897, in charge of the waterworks between Toronto and Montreal, under the Master Mechanic, with headquarters at Belleville; Sept., 1897, to June, 1901, locomotive foreman at Sarnia tunnel.

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T AT PORT SIMPSON, B.C.
for the Canadian Northern Railway.

RAILWAY APPOINTMENTS, ETC.

Algoma Central and Hudson's Bay.—J. W. Dawsey, heretofore local freight agent of the C.P.R. at Montreal, has been appointed Superintendent of the main line of the A.C. and H.B.R., from Sault Ste. Marie northward, with office at Sault Ste. Marie, Ont.

Canadian Northern Ry.—Following is the official list: D. B. Hanna, General Superintendent, Winnipeg, Man.; G. H. Shaw, Traffic Manager, Winnipeg; J. M. Smith, Sec.-Treas., Toronto; C. E. Friend, acting Auditor, Winnipeg; A. J. Gorrie, Superintendent, Port Arthur, Ont.; C. Raith, acting Master Mechanic, Winnipeg; J. Abbott, Chief Dispatcher, Winnipeg.

G. H. Shaw, Traffic Manager, will, for some time at least, be in immediate charge of both freight and passenger work, but the details have been sub-divided, George Stephen, heretofore travelling freight agent for the C.P.R., Kootenay district, having been placed in charge of the freight branch, and C. W. Cooper, heretofore of the C.P.R. ticket office at Ottawa, in charge of the passenger branch.

Canadian Pacific.—W. Stitt, Assistant General Passenger Agent of the Western Division at Winnipeg, who was sent to Australia some months since to look the ground over and see how the situation could be improved to secure increased business for the Co., returned recently and made his report to headquarters in Montreal. The result is that the management contemplates the appointment of a resident representative in Australia, but before further action can be taken negotiations have to be carried on with the owners of the Canadian Australian Steamship line. If these result satisfactorily Mr. Stitt will undoubtedly be appointed General Agent, with headquarters at Sydney, N.S.W., to look after all the Co.'s interests there, freight as well as passenger. It is said he will be succeeded as Assistant General Passenger Agent at Winnipeg by H. W. Brodie, now Chief Clerk to General Passenger Agent McPherson at Winnipeg.

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been Chairman of this important railway association since June, 1899, and has made an excellent record. Every chairman who had preceded him had endless trouble in steering clear of breakers, and nearly all of them came to shipwreck in the course of time. Mr. MacLeod, however, though yet young in years, has thus far kept in smooth water and escaped collisions with derelicts. He was born on Aug. 30, 1866, at Newport, N.S. He entered railway service in 1885 as a clerk in the New England agent's office of the G.T.R. at Boston. After serving a short time as ticket clerk on the Boston & Albany he became Travelling Passenger Agent of the Chicago, Rock Island & Pacific at Boston. From 1892 to 1895 he was Canadian Passenger Agent at Montreal and in 1896 became Travelling Passenger Agent at Pittsburg for the same road. In 1898 he went to Topeka as Assistant General Passenger Agent and shortly afterwards was called to Chicago to become First Assistant General Passenger Agent of the Rock Island. In June, 1899, he succeeded B. D. Caldwell as Chairman of the Western Passenger Association. He is the second eldest son of the Rev. J. M. MacLeod, for many years pastor of Zion Church, Charlottetown, P.E.I., and now of Vancouver, B.C."

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Mainly About People.

T. A. Foque, Mechanical Superintendent of the Minneapolis, St. Paul & Sault Ste. Marie Ry., has invented a pneumatic fan.

Lord and Lady Strathecona are expected in Montreal about Sept. 1, in connection with the visit of the Duke and Duchess of Cornwall.

A rumor is current in Montreal that President Shaughnessy, of the C.P.R., will be knighted during the approaching Royal visit.

J. Ross Kerr, General Manager of the street railway system of Kingston, Jamaica, died at the residence of Jas. Ross in Montreal Aug. 4.

Angus A. Grant, railway contractor, who died at Los Angeles, Cal., recently, was a native of Charlottenburg Township, Glengarry County, Ont.

The Halifax Chronicle speaks of W. MacKenzie and D. D. Mann as "magnets." That is not what it intended to say, but it is not bad all the same.

M. P. Davis, contractor for the Quebec bridge, was severely cut about the head by a falling bolt, recently, while ascending from the interior of one of the main pier caissons.

W. Rennels, Superintendent of the Moncton and St. Flavie district of the Intercolonial Ry., has been given three months' leave of absence from Aug. 15, and is visiting Great Britain with Mrs. Rennels.

J. M. Daly, who is temporarily employed on the Intercolonial Ry., inaugurating a fast freight system, was until recently Superintendent of Transportation on the Delaware, Lackawanna & Western Rd.

appointment of committees for 1901-2. The Canadian officials on committees are: on large cars and light loads, W. H. Rosevear, G.T.R.; chairman, J. Campbell, I.C.R.; on car service, J. P. Driscoll, C.P.R.

A press report says John Irwin, until recently G.T.R. trainmaster at Durand, Mich., has been appointed Superintendent on the Southern Pacific Ry. We recently heard of his starting to go over the line between El Paso, Texas, and Portland, Oregon, but he had not then been appointed Superintendent. F. T. Griffin, Land Commissioner of the C.P.R., whose portrait appears on page 257, was born in 1854. He has been in the service of the land department for 18 years, and occupied the position of Assistant Land Commissioner for 9 years until Sept. 1, 1901, when he was appointed Land Commissioner.

Engine-driver Campbell was killed and Fireman Wm. McAuley seriously injured by the derailing of their freight train on the C.P.R. near Proton, Ont., Aug. 10. Campbell was the son of the C.P.R. agent at Cheltenham, Ont., and McAuley is the only son of A. McAuley, C.P.R. roadmaster at Toronto Jct.

J. E. Riley, who was roadmaster on the Northern Pacific Rd. at Winnipeg when the Co.'s Manitoba lines were transferred to the Canadian Northern Ry., and who is now roadmaster of the N.P.R. at East Grand Forks, Minn., was recently presented with an address and a gold-headed cane by the trackmen of the old Manitoba division.

Sir Wm. Van Horne has gone into a submarine signal company, which has been organized at Waterville, Me. He said recently that he went into it owing to the interest I feel in

the position of Master of Transportation. In 1896 he was appointed Superintendent of the Middle Division of the G.T.R., and in 1890 he became Vice-President and General Manager of the Central Vermont Ry., which position he resigned to go to the Pacific Coast.

Grant Hall, recently appointed Master Mechanic of the C.P.R.'s Pacific division, was born in Montreal in 1864. He entered the G.T.R. shops at Montreal as an apprentice in 1883. His subsequent record is as follows: May, 1888, to June, 1889, locomotive foreman, C.P.R. at Megantic, Que.; June, 1889, to April, 1890, locomotive foreman, C.P.R. at Brownville Jct., Me.; April, 1890, to Mar., 1893, locomotive foreman, C.P.R. at Windsor St., Montreal; Mar., 1893, to July 31, 1898, general locomotive foreman, I.C.R., at Moncton, N.B.; Sept., 1898, to Jan., 1899, locomotive foreman, C.P.R., Windsor St., Montreal; Jan., 1899, to Feb., 1901, general foreman, C.P.R., MacAdam Jct., N.B.; Mar. 1, 1901, to July, 1901, general foreman, C.P.R. shops, Winnipeg; July 26, 1901, to date, master mechanic Pacific Division, C.P.R.

T. R. Ronald, Vice-President; A. Denuy, Dunbarton, Scotland, a director; and R. J. Campbell, Secretary of the Dominion Atlantic Ry., recently arrived in Canada from Great Britain for the purpose of inspecting the lines. This they have just done, and in the course of their inspection they were received by the Mayor and Corporation of Kentville and presented with an address, and met the employees of the Co.'s shops at a smoking concert. From Kentville the party visited the Cornwallis Valley branch line, and subsequently went over the Central Ry. to Lunenburg, where they visited the D.A.R. str. Prince Edward, ~~and~~ ^{and} were headed to a

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C. McElroy), formerly Vice-President and General Manager of the Tennessee Coal, Iron & Rd. Co., at Birmingham, Ala.

A. C. McKellar, formerly Assistant Secretary of the Ottawa Y.M.C.A., who accompanied the first contingent to South Africa, has been appointed Secretary to the General Manager of the Transvaal railways.

G. S. Canfile, Superintendent of Car Service, C.P.R., was elected a member of the executive committee for 1901-2, of the Railway Transportation Association, at the summer meeting, held at Niagara Falls, recently.

W. Whyte, Assistant to the President of the C.P.R., reached Vladivostock early in Aug., after travelling over the trans-Siberian railway. He expected to sail from Yokohama on Aug. 16, and to reach Montreal early in Sept.

H. P. Dwight, President of the G.N.W. Telegraph Co., who a year or two ago presented a library to the village of Dwight, Muskoka, has established two others at Bayville and Dorset, also in the highlands of Ontario.

L. Trudeau, head roadmaster of the Montreal St. Ry., has resigned to become Superintendent of the electric car service at Bordeaux, France. He has been in the employ of the M.S.R. for 16 years, having started as a conductor.

Jos. Price, Vice-President of the G.T.R., and Managing Director of the English Association of American Bond and Share Holders, Ltd., has been appointed Chairman of the Association in succession to the late chairman, S. Pope, K.C.

E. G. Russell, Manager of the Interccolonial Ry., who has been identified with the work of the Y.M.C.A. in the U.S., has sent a check for \$25 to the Moncton Y.M.C.A. and a letter expressing his interest in the work and his intention to contribute a similar amount each year.

The President of the International Association of Car Accountants has announced the

(See St. Lawrence route, and because recent discoveries in submarine signalling seem to me to promise just what is necessary for the safety of navigation both on the River and Gulf of St. Lawrence.)

Logic Armstrong, youngest son of C. N. Armstrong, the Montreal railway promoter, has received notification of his nomination to a naval cadetship, and will shortly sail for London to pass the necessary examinations. Mr. Armstrong has six sons, all of whom will now be wearing his Majesty's uniform, the five older ones all holding commissions in the regular army or Canadian militia.

Ex-Land Commissioner Hamilton, of the C.P.R., has returned from Europe, and in company with Land Commissioner Griffin is visiting the Bow River, Edmonton and Battleford districts, N.W.T. The present available land area for settlement and cultivation is narrowing down, and it is considered wise to widen the field and amplify the scope of the Co.'s operations in so far as new lands are concerned.

Lord Mount Stephen has given £40,000, the annual revenue of which is to be applied towards the augmentation of the stipends of over 20 ministers of the Church of Scotland, in Aberdeenshire and Banffshire, Scotland, whose parishes are situated in the vicinity of his native district. Each minister will benefit to the extent of £100 annually. The deed constituting the trust states that, in view of the reduction which has taken place in parish ministers' stipends during the last 50 years, Lord Mount Stephen desires to restore the clergy to a position of greater independence.

E. H. Fitzhugh, who has been appointed Assistant to the President of the Southern Pacific Co., was born in Montgomery County, Missouri, in Feb., 1853. He entered railway service in 1873 as clerk in the office of the master car builder, St. Louis, Kansas City and Northern Ry., now a part of the Wabash system. He remained with the Wabash continuously until 1886, having in the meantime risen through the various grades of promotion to

conclusion by a dinner at the Halifax Hotel, Halifax, given by the Co. to representatives of the Government and of the business section of Halifax. Among the toasts proposed was "The railways of Canada, shipping and transportation," proposed by Premier Murray, who referred to the establishment of a second transcontinental railway, the terminus of which he hoped to see in Halifax.

W. G. Neimeyer, General Western Freight and Passenger Agent of the Southern Pacific Rd. at Chicago, has also been placed in charge of the Union Pacific Rd. office, W. H. Knight, representing the latter company, having resigned. D. Miller, second Vice-President of the Great Northern Ry., has been placed in charge as traffic director of the Burlington, the Great Northern and the Northern Pacific lines, with office in Chicago. For the other lines running to the coast, J. C. Stubbs, third Vice-President of the Southern Pacific, will act in the same capacity, with jurisdiction over the Union Pacific and the Southern Pacific. Mr. Stubbs will also have his office in Chicago. In addition to being traffic director of the three roads, Mr. Miller will have the title of Vice-President of the Burlington. It is understood that the two traffic directors will act in harmony with the traffic officials of other lines and in such a way that there will in effect be a traffic board, which shall have the duty of adjusting all the difficulties which may arise between western lines. It is said that the other members of this board will consist of P. Morton, for the Santa Fe; Vice-President Johnson, for the Rock Island; President Harlan, for the Illinois Central; Third Vice-President McCulloch, for the Northwestern; Third Vice-President Bied, for the St. Paul, and similar officials on other lines.

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In publishing a portrait of E. E. MacLeod, Chairman of the Western Passenger Association, recently the Chicago Tribune said: "He has risen to his present position in the railway world in comparatively a few years. He has

Canadian Ticket Agents' Association.

The annual meeting will be held at Montreal on Nov. 6. The headquarters will be at the charming Place Viger Hotel, which has made special and very liberal rates for the members. The annual dinner will also be held there. The social features of the meeting have not yet been settled, but it may be mentioned that H. and A. Allan have invited the members to dine on the S.S. Tunisian on Nov. 5, or to luncheon on Nov. 6—the steamer sails at daylight Nov. 7. The invitation has been accepted for one of the functions, probably the luncheon, as some of the members may not reach Montreal until the morning of Nov. 6. The various railroads leading to Montreal will as usual issue free transportation to members and their wives. Secretary de la Hooke will probably issue circular no. 1 about the meeting early in October, and he may be depended on to sustain his reputation for making complete arrangements.

October Birthdays.

Many happy returns of the day to E. P. Allen, Travelling Passenger Agent, C.P.R., at Syracuse, N.Y., born Oct. 21, 1839. T. C. Burgess, Commercial Agent, G.T.R., at Minneapolis, Minn., born at New York City, Oct. 2, 1853. C. Cooper, Assistant Treasurer, Secretary and Auditor, Halifax and Yarmouth Ry. at Yarmouth, N.S., born in New Jersey, Oct. 18, 1869. G. L. Courtney, Traffic Manager, Esquimalt and Nanaimo Ry. at Victoria, B.C., born Oct. 7, 1868. S. W. Cummings, General Passenger Agent, Central Vermont Ry. at St. Albans, Vt., born at Frankfort, Me., Oct. 20, 1843.

J. Earls, Secretary and Treasurer, Canadian Freight Association at Toronto, Ont., born in Ireland, Oct. 30, 1838. W. P. Fitzsimmons, Division Freight Agent G.T.R. at Detroit, Mich., born Oct. 27, 1868. C. F. Gildersleeve, General Manager Rich-

RAILWAY APPOINTMENTS, ETC.

W. S. Taylor, Treasurer C.P.R. at Montreal, born at Dornoch, Sutherlandshire, Scotland, Oct. 18, 1839.

L. H. Wheaton, ex-Chief Engineer and General Superintendent Halifax and Yarmouth Ry., born at Sackville, N.B., Oct. 5, 1866.

E. A. Williams, Superintendent Rolling Stock C.P.R. at Montreal, born at Wiscasset, Me., Oct. 4, 1848. J. Woodman, Division Engineer C.P.R. at Winnipeg, Man., born Oct. 5, 1861.

C.P.R. Western Division Organization.

The following circular has been issued: The General Superintendent will be assisted by a Superintendent of Transportation, and Master Mechanic, a Division Engineer, and superintendents of districts.

The Superintendent of Transportation will have supervision of the train, station and yards service, and of the distribution and handling of rolling stock over the general division.

The Master Mechanic will have direct charge of and be responsible for repairs and maintenance of rolling stock and equipment, in accordance with standard plans furnished by Superintendent of Rolling Stock; for the efficient and economical operation of all shops and engine houses; for the quantity of supplies used and cost of forces employed in connection therewith. He will report direct to Superintendent of Rolling Stock on all matters pertaining to the maintenance of standards, and to the General Superintendent on all other matters.

Superintendents will have charge of all the Co.'s property on their respective districts, unless such property is under the charge of the Co.'s Land Commissioner. They will be responsible for the safety and efficient maintenance of the transportation service, roadbed, bridges and buildings; for the cost of forces employed and the quantity of supplies used in connection therewith, and for the economical and efficient working of the dis-

Algoma Central and Hudson's Bay Ry.

H. M. Perry has been appointed Master Car Builder, with office at Sault Ste. Marie, Ont.

Canadian Pacific Despatch.—B. D. Webber, heretofore General Agent, has been appointed General Manager, with office at 4 Liberty Square, Boston, Mass. H. G. Leslie has been appointed New England Agent, with office at the same place.

Canadian Pacific Ry.—M. C. Coleleigh has been appointed acting General Superintendent's Accountant of the Western division, with office at Winnipeg.

G. M. Sherlock, heretofore Chief Train Despatcher at Winnipeg, has been appointed Chief Train Despatcher of the second district of the Western division, at Brandon. Mr. J. G. Ferguson and M. E. Farwell, heretofore train despatchers at Winnipeg, have been transferred to Brandon.

J. T. Barnes, heretofore train despatcher at Winnipeg, has been appointed Chief Train Despatcher of the third district of the Western Division, at Winnipeg.

J. McGillivray has been appointed chief clerk to the Superintendent of Transportation of the Western division, at Winnipeg.

The office of J. B. Elliott, Master Mechanic, Eastern division, has been moved from Carlton Jet. to Montréal, Windsor St. Station. J. J. Scully, heretofore assistant to the Master Mechanic at Toronto Jet., has been transferred to Winnipeg. On Sep. 5 we were advised that he was out on the line looking into the rating of loads for locomotives with the engine men and yard foremen. No circular has been issued defining his new position.

A. Shields has been appointed locomotive foreman at Winnipeg, vice D. McLean, who has been promoted to road foreman from Swift Current to Laggan, and from Dunmore to Kootenay Landing, vice J. Browne, who has been transferred to the section from Swift Current to Brandon, including Brandon. N. S. Danlop, heretofore chief clerk in the solicitors' office of the Ontario division at

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and Auditor, Nanaimo and Vancouver, " "

Yarmouth, N.S., born in New Jersey, Oct. 18, 1869.

G. L. Courtney, Traffic Manager, Esquimalt and Nanaimo Ry. at Victoria, B.C., born Oct. 7, 1868.

S. W. Cummings, General Passenger Agent, Central Vermont Ry. at St. Albans, Vt., born at Frankfort, Me., Oct. 20, 1843.

J. East, Secretary and Treasurer, Canadian Freight Association at Toronto, Ont., born in Ireland, Oct. 30, 1838.

W. P. Fitzsimons, Division Freight Agent G.T.R. at Detroit, Mich., born Oct. 27, 1868. C. F. Gildersleeve, General Manager Richeliou & Ontario Navigation Co. at Montreal, born at Kingston, Ont., Oct. 17, 1833.

A. H. Harris, General Traffic Manager Quebec Southern Ry. at Montreal, Que., born in Devonshire, Eng., Oct. 15, 1855. S. Hopkins, ex-Manager G.T.R. Despatch, born at Boston, Mass., Oct. 13, 1846.

J. F. Lee, Traffic Manager White Pass & Yukon Route at Seattle, Wash., born at London, Eng., Oct. 23, 1851.

A. Leslie, General Auditor and Accountant Lake Erie & Detroit River Ry. at Walker-vile, Ont., born at Toronto, Oct. 3, 1864. J. McGowen, General Superintendent and General Agent Carillon & Grenville Ry. at Carillon, Que., born in Scotland, Oct. 18, 1823.

L. G. Ogden, Comptroller C.P.R. at Montreal, born at New York City, Oct. 10, 1844. G. Olds, ex-General Traffic Manager C.P.R., born at Stapleton, Gloucestershire, Eng., Oct. 29, 1832.

D. Pottinger, General Manager Canadian Government Ry. at Moncton, N.B., born at Picton, N.S., Oct. 7, 1843.

J. E. Price, General Superintendent I.C.R. at Moncton, N.B., born at Penicodiac, N.B., Oct. 18, 1854.

G. B. Reeve, Second Vice-President and

General Manager G.T.R. at Montreal, born in Surrey, Eng., Oct. 23, 1840.

P. W. Rosseman, General Superintendent Ottawa and Gatineau Ry. and Pontiac Pacific Jet. Ry. at Ottawa, Ont., born at Hankins, Sullivan Co., N.Y., Oct. 16, 1857.

Sir Thomas G. Shaughnessy, President C.P.R. at Montreal, born at Milwaukee, Wis., Oct. 6, 1853.

C. W. Sproule, General Superintendent C.P.R. Eastern Division at Montreal, born at Kemptville, Ont., Oct. 31, 1857.

Superintendents will have charge of all the Co.'s property on their respective districts, unless such property is under the charge of the Co.'s Land Commissioner. They will be responsible for the safety and efficient maintenance of the transportation service, roadbed, bridges and buildings; for the cost of forces employed and the quantity of supplies used in connection therewith, and for the economical and efficient working of the district in their charge. They will report to the Superintendent of Transportation on all matters pertaining to station, yard and train service; to the Division Engineer on bridges, elevators, and water service matters, alterations and additions made in structures, roadbed, yards, fencing, etc. and on all other matters to the General Superintendent.

The Division Engineer will have supervision of maintenance and renewal of bridges, elevator and water service, and the maintenance of all standards, and will have charge of all plans of the Co.'s property, and keep a record of all changes, alterations and additions theron, and keep such other records and perform such other duties as the General Superintendent may direct.

The Western Division will, for operating purposes, be divided into six districts as follows:

- First District—Port Arthur to Winnipeg Jet. and connecting branches.
- Second District—Brandon section, Portage la Prairie to Yorkton, Minnedosa to Rapid City Jet., Chater to Minto, Menteith Jet. to Aroda, Kemnay to Estevan.
- Third District—Winnipeg terminals, Winnipeg to Napinika, Snowflake and Waskada branches, Winnipeg and Souris; Emerson, Stonewall and Selkirk branches.
- Fourth District—Main Line west of Brandon to Swift Current, inclusive, and all branch lines connecting therewith.
- Fifth District—All main line west of Swift Current to Laggan, inclusive, and all branch lines connecting therewith.
- Sixth District—Dunmore Jet. to Kootenay Landing, and North Star branch.

transferred to Winnipeg. On Sep. 5 we were advised that he was out on the line looking into the rating of loads for locomotives with the engine men and road foremen. No circular has been issued defining his new position.

A. Shields has been appointed locomotive foreman at Winnipeg, vice D. McLean, who has been promoted to road foreman from Swift Current to Laggan, and from Dunmore to Kootenay Landing, vice J. Browne, who has been transferred to the section from Swift Current to Brandon, including Brandon.

N. S. Dunlop, heretofore chief clerk in the solicitors' office of the Ontario division at Toronto, has been transferred to Montreal, to take charge of the taxes and assessment of the Co. On Sep. 14 we were advised that his title had not been decided.

Wm. McMillin, trackmaster of the Northern Division, heretofore chief clerk in the Atlantic division has been transferred to St. John, N.B., to oversee the laying of new track to accommodate the increasing winter port business.

L. R. Johnston, heretofore Superintendent Engineer at Vancouver, with charge of the Vancouver shops and of the machinery of the Co.'s steamers, has been appointed Assistant Superintendent of Rolling Stock, with office at Montreal.

W. Stitt, Assistant General Passenger Agent of the Western Division at Winnipeg, will leave in about a month for Australia, where he will become General Agent of the Co. F. P. Guelfius, heretofore engineer of the Kootenay and Boundary districts of the Pacific division at Nelson, B.C., has been transferred to Montreal, and it is reported that he has been appointed engineer in charge of the maintenance of way department.

H. T. Richardson, heretofore chief engineer of the R. M. S. Empress of China, has been appointed Superintendent Engineer of the Co.'s steamships, with office at Vancouver, B.C.

It is reported that John McLellan, for the last 12 years yard master at Winnipeg, has been appointed yard agent of the Winnipeg terminals; that F. McKenny, night yard master, has been appointed day yard master, and that W. Cooper has been appointed assistant to Roadmaster Reanton, with supervision over maintenance of way of the Winnipeg terminals,

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1901

Donation Express Co.—V. G. R. Vickers, agent at Montreal, and W. Walsh, agent at Toronto, have been promoted to be general agents.

Grand Trunk Ry.—A. A. Mayer, heretofore locomotive foreman at London, has been appointed Master Mechanic in charge of Montreal works to succeed J. E. Muhfield, who resigned to become Superintendent of Machinery and Rolling Stock on the I.C.R.

T. A. Summerskill, heretofore locomotive foreman at York, Ont., has been appointed Master Mechanic of the Northern division, with headquarters at Allandale, Ont., vice W. Ball, resigned.

J. Stortz, heretofore in charge of hands in erecting shop at Hamilton, has been appointed locomotive foreman at York, Ont., vice T. A. Summerskill, promoted.

A. S. Wright, heretofore in charge of hands in erecting shop at Stratford, has been appointed locomotive foreman at London, Ont., vice A. A. Mayer, promoted.

R. P. Dalton, Assistant Superintendent of the Western Division at Battle Creek, Mich., has resigned. It is said that he has been appointed Superintendent of the St. Louis, Iron Mountain and Southern Ry.

Hamilton, Grimsby and Beauharnville Electric Ry. Co.—G. Waller, heretofore Hamilton city agent, has been appointed manager, vice A. J. Nelles, resigned. A. Orr, heretofore conductor, succeeds Mr. Waller as city agent.

Intercolonial Ry.—J. E. Muhfield, heretofore Master Mechanic of the G.T.R. at Moncton, has been appointed Superintendent of Machinery and Rolling Stock, with office at Moncton, N.B., in place of G. R. Joughins resigned.

Inverness and Richmond Ry.—A. Nova Scotia paper recently stated that F. Plummer, who had been accountant and paymaster since the beginning of construction, had been appointed General Superintendent, with headquarters at Broad Cove, and that he would also have control of the Co.'s mines there. On enquiry at Mackenzie, Mann & Co.'s head office in Toronto, Sept. 18, we were informed that no such appointment had been made. Angus Sinclair is Chief Engineer and Manager of Construction, and in general charge of the Co.'s operations.

Winnipeg's St. Paul and Sault Ste. Marie Ry.—S. W. D'Arcy has been appointed Superintendent of the 14th district, Minnesota division, with office at Cakes, N.D.

Mainly About People.

Capt. J. H. Root, chief officer of the Government steamer "Aradia," died in the Marine Hospital at Picton, N.S., recently.

The Pacific Cable Board has appointed C. H. Reynolds, late Director-General of Telegraphs of India, to be its General Manager. J. D. Beatty, General Manager of the Northwest Transportation Co. at Sarnia, Ont., has been making a trip through Manitoba and the Northwest.

Lord Strathcona has presented to the Royal National Mission to Deepsea Fishermen a beautiful hospital ship for service on the Labrador coast.

J. Cassils, of Shaw, Cassils & Co., Montreal, who has been elected Vice-President of the Merchants' Bank of Canada, is President of the Dominion Express Co.

Hector MacKenzie, Vice-President of the Montreal Telegraph Co., and a director of the Richelieu and Ontario Navigation Co., died at Montreal recently, aged 58.

R. Robertson, who recently resigned his position as G.T.R. and I.C.R. ticket agent at Bonaventure station, Montreal, on account of ill health, died in Montreal Aug. 30, aged 41.

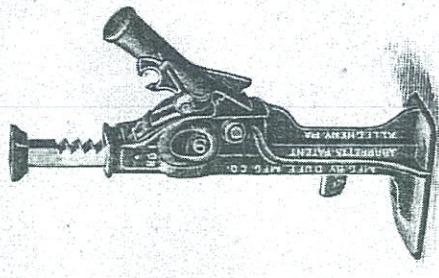
W. R. Baker, Assistant to the Second Vice-President of the C.P.R., is in charge of the royal train conveying the Duke and Duchess of Cornwall and York across the continent and back.

W. H. Douglas, heretofore Manager of the Montreal Park and Island Ry., which has been absorbed by the Montreal Street Ry., has been appointed manager of the street railway at Akron, Ohio.

Lord and Lady Strathcona arrived in Montreal from England on Sept. 1, to entertain the Duke and Duchess of Cornwall and York. Lord and Lady Strathcona will return to England about the end of Oct.

J. Ward, chief clerk in the mechanical department of the I.C.R. at Moncton, N.B., died there from typhoid fever, recently, aged 45. He was born in Quebec, and until 18 months ago was connected with the G.T.R. mechanical department at Montreal.

John Sutherland, nephew of M. J. Haney, Toronto, contractor for the bridge over the Hillsborough river, P.E.I., was crushed to death by being drawn into the machinery of a dredge, on which he was working at the



BARRETT TRACK JACK

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The Roadmasters' Association of
America.
Adopted by all the Leading Rail-
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STEEL, PEECH & TOZER

Mountain and Southern Ry.

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Minneapolis, St. Paul and Sault Ste. Marie Ry.—S. W. Derrick has been appointed Superintendent of the U.S. district, Minnesota division, with office at Oakes, N.D. **Montreal Telegraph Co.**—H. A. Allan has been elected President, succeeding his late father, Andrew Allan. A. T. Paterson has been elected Vice-President, succeeding F. A. Allan.

Pullman Co.—E. A. Benson, heretofore Manager of the East Buffalo shops, has been appointed Mechanical Superintendent, with headquarters at Chicago, Ill.

White Pass and Yukon Ry.—It is reported that E. C. Hawkins, General Manager, has resigned.

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John Sutherland, nephew of M. J. Haney, Toronto, contractor for the bridge over the Hillsborough river, P.E.I., was crushed to death by being drawn into the machinery of a dredge, on which he was working at the bridge, Aug. 19.

W. R. Woollatt, eldest son of W. Woollatt, General Manager of the Lake Erie and Detroit River Ry., was married in Toronto recently to Miss Mabel, daughter of the late W. Tyson of Brantford. Mr. and Mrs. W. R. Woollatt will reside in Port Stanley, Ont.

Capt. H. Foot, commander of the *Islander*, who lost his life in the sinking of that vessel, near Juniper, was born in Ireland, and was engaged in navigating the Muskoka lakes be-

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between 1871 and 1880, when he went to the Pacific coast. He leaves a widow and three children.

T. G. Shaughnessy, President of the C.P.R., who has been elected a director of the Reid Newfoundland Co. (Ltd.), says he is in the Co. in his individual capacity only, and that there is no significance in this apart from the fact that he is a small shareholder and an old friend of Mr. Reid.

J. J. Scully, who has recently been transferred from the position of assistant to the Master Mechanic of the C.P.R. at Toronto Jct. to a similar position at Winnipeg, was presented with a silver smoking service and \$200 before leaving Toronto Jct. by other employees of the Ontario division.

A. Hilton, who has just been appointed General Passenger Agent of the consolidated St. Louis and San Francisco-Fort Scott and Memphis Rd., at St. Louis, was born in Hamilton, Ont., June 19, 1863, entered the service of the old Great Western Ry. of Canada in 1878 and went to the U.S. two years later.

A report was recently published by a Montreal paper that P. A. Peterson, Chief Engineer of the C.P.R., was dangerously ill from paralysis, but his physician, Dr. Brown, said there was not a word of truth in it, and that beyond a little depression from the hot weather Mr. Peterson was all right.

A. J. Nelles, Manager of the Hamilton, Grimsby and Beamsville Electric Ry., has resigned. He recently said that he was going into a syndicate to build an electric line, but would not state its location. He was with the H. G. & B. E. R. for about six years, previous to which he was in the G.T.R. service at Brantford.

Wm. Campbell, the C.P.R. locomotive driver, who was killed in the recent accident at Proton, Ont., was a grandson of Capt. Alex. Campbell, who sailed the Highland Chieftain, and also the schooner General Brock, in 1833-34, from Toronto to Buffalo and other

photographic views of the district, and a travelling bag, by the staff of his department and with a liqueur set, salad bowl, biscuit box and tray from the Superintendent's department.

Capt. A. F. Crighton, Deputy Port Warden at Montreal, has resigned, to take effect at the close of navigation. The position will not be filled, in consequence of the falling off in business, caused by the smaller number of tramp steamers and sailing vessels arriving in Montreal. The work will in future be done by the Port Warden and one deputy instead of two. Capt. Crighton is said to have secured a position in London, Eng.

J. B. Palmer, the veteran vessel-builder and contractor of Detroit, Mich., who died recently, was born at Kingsville, Ont., 71 years ago. After receiving a common school education there he removed, at the age of 16, to New York, remaining there eight years. He went to Detroit in 1854 and made that city his home since then. He was known among vessel-

T. A. Summerskill, who has been appointed Master Mechanic of the northern division of the G.T.R., began his railway work as an apprentice in the Co.'s erecting shops at Montreal, 1873. He rose to the position of charge hand and then entered the service of the C.P.R. He left that Co. to become Master Mechanic on the Manitoba and Northwestern Ry. He afterwards became Master Mechanic on the Southern Pacific, and returned a short time ago to the G.T.R.

G. B. Reeve, 2nd Vice-President and General Manager of the G.T.R., has been spending a holiday fishing in the lakes near Westport, Ont., which gave rise to the report that the G.T.R. was about to acquire the Brockville, Westport & Sault Ste. Marie Ry. Mr. Reeve said the G.T.R. was not negotiating for the purchase of the B.W. & S.S.M.R., although it could be made a paying branch.

Next season the G.T.R. would advertise the Westport sporting district in its folders.

A. A. Mayer, recently appointed Master Mechanic of the G.T.R. at Montreal, began railway work as an apprentice in the Co.'s Montreal shops, and in a few years became locomotive foreman at Richmond. He was transferred from Richmond to Toronto, and while there was made Assistant Mechanical Superintendent of the Great Western Ry. Upon the fusion of that line with the G.T.R., he became erecting foreman at Stratford, and in 1896 was appointed locomotive foreman at London.

Reports were recently circulated that C. M. Hays, President of the Southern Pacific Co., had resigned, owing to differences with directors, and various stories were current as to their cause. It was stated that his successor had been appointed, and further that Mr. Hays was to be appointed President of the New York Central Rd. or to be reappointed to his old position with the G.T.R. On Aug. 28, Mr. Hays telegraphed to some friends that he had not resigned, and had no idea of doing so at that time.

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C. E. Harris, Secretary and Manager of the Nova Scotia Telephone Co., died at Halifax, Aug. 25, aged 54. He was born at Aylesford, N.S., and was for some years in the service of the Western Union Telegraph Co. He subsequently managed a western ranch for B. W. Chipman, but returned to Halifax in 1887 as Manager of the Nova Scotia Telephone Co.

Lord Mountstephen has been presented with the freedom of Aberdeen in recognition of his benefactions to the city. While in the north he was the guest of General Sir Peter Lumsden at Buchromy, near Dufftown, his native place, who won fame in India, while his fellow-townsmen were winning fame and fortune in Canada. Sir Peter is a brother of H. D. Lumsden, of the C.P.R. engineering staff.

The members of the Order of Railway Telegraphers on the C.P.R. have elected the following delegates to the biennial convention at St. Louis, Mo., Oct. 14:—W. H. Allison, Toronto; A. E. Stevens, Vancouver; W. J. Harmer, Canmore, Alta.; W. J. Uren, Fort William; J. Morrison, Echo Bay, Ont.; J. E. Trotter, Montreal; H. L. Bailey, Debuc Junction, N.B.; F. G. Sinclair, Montreal.

F. P. Gutelius, engineer of the Kootenay and Boundary districts of the Pacific Division



SIR THOMAS G. SHAUGHNESSY,
President of the Canadian Pacific Railway Co.

RAILWAY & SHIPPING WORLD

men all over the country, and was a pioneer in the shipbuilding industry in Michigan.

Wm. Whyte, Assistant to the President of the C.P.R., arrived in Victoria, B.C., Aug. 27, from his trip round the world. He travelled overland from St. Petersburg to Vladivostock, with a view of investigating trade conditions there, and the prospects of establishing a line of steamers between Siberian and B.C. ports. Mr. Whyte reached his home in Winnipeg, July 1, 1885, division roadmaster of the G.T.R., whose portrait appears on pg. 280, was born in 1850 at Cleveland, Ohio, and entered railway service in 1863 as water boy, Erie & Pittsburg division, Pennsylvania Rd., since which he has held successively to 1874 various minor positions same road; 1874 to 1880, roadmaster same road; April 10 to July 1, 1880, foreman construction train St. Louis & Omaha division, Wabash Rd.; July 1, 1880, to Jan. 1, 1885, division roadmaster same road; Jan. 1, 1885, to 1888, general roadmaster lines west of Mississippi river; 1888 to Dec. 31, 1895, superintendent Western division, same road, at Kansas City, Mo.; Feb. 15, 1896, to date, general superintendent G.T.R.

J. E. Muhfeld, who has been appointed Superintendent of Machinery and Rolling Stock on the I.C.R., was born Sept. 18, 1872, and entered railway service Dec., 1892, since which he has been successively to July, 1894, machinery apprentice Wabash Rd., at Fort York Sun.

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J. McKay, a C.P.R. locomotive driver, was seriously injured recently by jumping in his sleep from a third-story window of an hotel in Owen Sound, Ont. During the night he walked to the window of his bed-room, shouting "Jump, jump!" and sprang to the ground below, where he was picked up unconscious, seriously but not fatally injured. It is presumed that the recent accident on the C.P.R. at Princeton, in which a driver met his death, had weighed on McKay's mind, and that he dreamt he was in a railway smash.

F. H. McGuigan, General Superintendent of the G.T.R., whose portrait appears on pg. 280, was born in 1850 at Cleveland, Ohio, and entered railway service in 1863 as water boy, Erie & Pittsburg division, Pennsylvania Rd., since which he has held successively to 1874 various minor positions same road; 1874 to 1880, roadmaster same road; April 10 to July 1, 1880, foreman construction train St. Louis & Omah division, Wabash Rd.; July 1, 1880, to Jan. 1, 1885, division roadmaster same road; Jan. 1, 1885, to 1888, general roadmaster lines west of Mississippi river; 1888 to Dec. 31, 1895, superintendent Western division, same road, at Kansas City, Mo.; Feb. 15, 1896, to date, general superintendent G.T.R.

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Wayne, Ind.; July to Nov., 1894; locomotive foreman, and Nov., 1894, to Nov., 1895; roundhouse foreman same road, at Peru, Ind.; Nov., 1895, to Feb., 1898; General foreman same road, at Tilton, Ill.; Feb., 1898, to Feb., 1899; general foreman Buffalo division, same road; Feb., 1899, to Feb. 1, 1901; master mechanic Western division G. T. R., at Port Huron, Mich.; Feb., 1901, to Aug., 1901; master mechanic in charge Montreal works, same road.

E. A. James, who has recently been appointed Superintendent of Transportation for the Western division of the C.P.R., was born in London, Eng., April, 1865, and entered the service of the C.P.R. Co. in June, 1881, at the age of 16, as operator at Winnipeg Jet. In 1882 he was transferred as operator at the head office in Winnipeg and remained in that position until 1884 when the head office was removed to Montreal. He was then transferred to the train dispatcher's office at Winnipeg, and was employed as dispatcher from 1884 to 1892. He was appointed Chief Train Dispatcher in the fall of 1892 and remained in that position until 1897 when he was appointed Superintendent of the Brandon section, Manitoba branch lines and Winnipeg terminals.

E. J. Duchesney, Assistant General Superintendent of the Pacific division of the C.P.R., was instantly killed by a fall of stone while superintending some work in Cariboo Joe's tunnel on the main line near North Bend, B.C., Sept. 4. The cribwork in the tunnel had been on fire, and at the time of the accident was being reconstructed. Mr. Duchesney was born in Quebec in 1854, his father, who died in 1870, being one of the seigneurs of the old French colony and a Dominion Senator. He went through the complete literary and scientific course of Laval University, and also took a complete short and long course of artillery, having joined B Battery for that term. He held diplomas as surveyor for Quebec, Ontario and the Dominion, and was a member of the Canadian Society of Civil Engineers. He was a member of the Quebec Government's engineering staff during the construction of the Q.M.O. and O. Ry., between Quebec and Ottawa, 1875 till 1877, and from then until 1880 was engaged on Dominion Government surveys for the C.P.R. From March, 1880, he was in the employ of the C.P.R. Co., as engineer in charge of surveys, exploration, construction and maintenance of way east of Port

International Association of Ticket Agents.

The 10th annual convention of this Association was held in Toronto Sept. 11 and 12, when a little over 100 men and a somewhat larger number of ladies were in attendance.

Business sessions were held in the morning and afternoon of Sept. 11, and in the morning of Sept. 12, in the pavilion of the Horticultural Gardens, the use of which was tendered by the city, the chair being taken by the President, E. N. Blood, of Buffalo, N.Y.

The proceedings were opened by prayer by the Rev. F. G. Plummer, and addresses were delivered by the Mayor of Toronto, the President of the Board of Trade, Alderman E. Strachan Cox, Chairman of the Reception Committee of the City Council; G. T. Bell, General Passenger Agent G. T. R.; A. H. Norman, Assistant General Passenger Agent C. P.R.; M. C. Dickson, District Passenger Agent G. T. R.; Barlow Cumberland, J. E. Quick, General Baggage Agent G. T. R.; H. Foster Chaffee, Western Passenger Agent Kichellie and Ontario Navigation Co.; F. W. Churchill, President Canadian Ticket Agents Association; F. P. Dwyer, Eastern Passenger Agent, G. T. R.; New York, W. Robinson, General Travelling Agent, I. C. R.; L. Drago, Travelling Passenger Agent, New York Central Rd.; Action Burrows, and a number of officers of the Association, as well as by two ladies, Mrs. Fernald, of Old Orchard, Me.; and Mrs. Pratt, of Fort Atkinson, Wis.

The following officers were elected:—President, J. A. Robbins, Chicago, Ill.; Vice-President, W. F. Hambrick, Lancaster, Pa.; and Vice-President, F. S. Montgomery, Vincennes, Ind.; 3rd Vice-President, J. H. Sterling, Pittsburg, Pa.; Secretary, C. G. Caldwell, Philadelphia, Pa.; Treasurer, E. Bansey, Philadelphia, Pa.; Executive Committee, S. T. Swift, Lexington, Ky.; W. F. Fernald, Old Orchard, Me.; W. B. Peters, McKeesport, Pa.; S. J. Montgomery, Bedford, Que.; L. C. Boyle, Viroqua, Wis.

The selection of the place for holding the next convention was left to the Executive Committee. Salt Lake City appeared to be the favorite, an invitation having been received from the Governor of Utah and from the Mayor of Salt Lake. Invitations were also received from Saratoga and Milwaukee, and the Puget Sound country was suggested.

The Canadian members of the Association are: H. Foster Chaffee, Toronto; E. Cassel-

On Sept. 18, the Military Secretary to the Governor-General issued an announcement to the effect that on the occasion of the visit of the Duke and Duchess of York to Canada the King had been graciously pleased to confer a number of honors. Among them Thomas G. Shaughnessy, President of the Canadian Pacific Railway Co., is created a Knight Bachelor.

Sir Thomas G. Shaughnessy, whose portrait is given on page 303, was born in Milwaukee, Wis., of Irish parentage, Oct. 6, 1853. He started in railway service in the purchasing department of the Chicago, Milwaukee and St. Paul Ry. in 1869, becoming general storekeeper of that line in Jan., 1879, in a position he held when Wm. C., now Sir Wm., Van Horne left the Co.'s service in 1881, to become General Manager of the C. P. R. In Oct. 1882 Mr. Van Horne selected him as General Purchasing Agent of the C. P. R., with headquarters at Montreal. Following are his subsequent appointments: Jan. 1884, Assistant to General Manager; Sept. 1885, Assistant General Manager; Sept. 1889, Assistant President; June 24, 1891, Director and Vice-President; June 12, 1899, President. He is also a director of a number of companies in which the C.P.R. has interests, and of the Reid Newfoundland Co., (Ltd.)

In religious belief Sir Thomas is a Roman Catholic. He resides at 1149 Dorchester St., Montreal. He is a member of all the chief clubs in Canada.

A biographer has pertinently remarked of Sir Thomas: "From the first day of his life as a railway man, there was no doubt in the minds of those who knew him that he would be a success. The qualities of his mind are thoroughly modern and fit exactly the service of this greatest branch of modern public service. Ardent and untiring, he has the ability to do much work, and his shrewd common sense and prodigious memory enable him to guide that work to the very best advantage."

The Canadian Northern Ry. has adopted the 24-hour system in operating its trains,

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Canadian Ticket Agents' Association.

Secretary De La Hooke has issued two circulars to the members, detailing the arrangements for the annual meeting in Montreal. Following is the programme—

WEDNESDAY, NOVEMBER 6.

10.00 a.m. Reception at City Hall; address by Mayor Prefontaine.

10.45 a.m. Annual meeting at Place Viger Hotel.

1.30 p.m. Lunch on board the S.S. Tunisian on invitation of H. and A. Alfan.

3.45 p.m. Annual meeting to be resumed.

8.30 p.m. Banquet at the Place Viger.

Ladies will meet in the hotel parlors.

THURSDAY, NOVEMBER 7.

10.30 a.m. An interview with the photographer in front of hotel.

11.00 a.m. Start for city and mountain trip, on the invitation of the Montreal St. Ry. Co.

1.30 p.m. Lunch on board the S.S. Lake Simcoe, on invitation of the Elder-Dempster Co. The afternoon will be devoted to visiting places of interest in and near the city.

7.00 p.m. Leave by Richelieu and Ontario Navigation Co.'s steamer for Quebec, taking supper on board.

FRIDAY, NOVEMBER 8, IN QUEBEC.

1.00 p.m. Lunch at the Chateau Frontenac.

6.00 p.m. Steamer leaves for return trip to Montreal. Supper on board.

Arriving back at Montreal on Saturday morning the party will disband.

The Richelieu and Ontario Navigation Company has extended a further invitation for a trip down the Saguenay. The headquarters of the Association in Montreal will be at the Place Viger Hotel.

Mr. De La Hooke's circulars are always interesting reading, as to confine the attendance at the meetings to members and their wives he says that "other relatives must necessarily be left at home to take care of the house and feed the bird."

Inspecting the Great Northern Ry.—Messrs. Morley, McLeod, a son-in-law of Mr. Wannamaker, Hulm, Gowen & Beale, Philadelphia financiers, made a trip over the G.N.R. of Canada, on Oct. 22, in the private Pullman car "Acantha," accompanied by Guy

J. J. Franklin, formerly Superintendent of the Montreal St. Ry. Co., died in Toronto, recently aged 64. G. Bradley, Superintendent of the Cornwall Electric St. Ry., was married there Sept. 26, to Miss M. H. Weber.

Capt. J. Barry, harbor master of Chicago, Ill., died there recently, aged 34 years. He was born at Kingston, Ont.

The Duke and Duchess of Cornwall presented autograph photographs to T. Ahearn, President of the Ottawa Electric Ry. Co.

Mrs. Wm. Jackson, wife of the Trackmaster of the Central Ry. of New Brunswick, died at Hampton, N.B., Oct. 1, of paralysis, aged 71.

C. Stanton has been appointed chief clerk in the Department of Marine at Ottawa, and W. C. Gordon has been made a first-class clerk.

A. Colomb, City Passenger Agent of the G.T.R. at Biddeford, Me., died there Oct. 10. He was formerly station agent at St. John, Que.

W. S. Aldrich, consulting engineer, Toronto, has been appointed Director of the Thomas S. Clarkson School of Technology, Potsdam, N.Y.

H. P. Dwight, President of the Great Northwestern Telegraph Co., has presented 96 volumes of standard books to the Muskoka cottage sanitarium.

T. H. White, Chief Engineer of the Canadian Northern Ry., was married at Port Arthur, Ont., Oct. 14, to the widow of the late Thos. Marks.

W. R. Tiffin, Superintendent of the Northern division of the G.T.R., accompanied the Duke and Duchess of Cornwall and York on the portion of their trip over the G.T.R. late Thos. Marks.

T. H. Tait, Manager of Transportation of the C.P.R., left Montreal early in Oct. for a trip over the Co.'s lines to Vancouver, B.C., accompanied by his brother-in-law, Major Cockburn, V.C.

Hon. Jas. Sutherland, M.P. for North Oxford, Ont., is acting as Minister of Marine and Fisheries in succession to Sir Louis Davies, who has been appointed a judge of the Supreme Court.

Homer Pingle, formerly Superintendent of the C.P.R. Co.'s Telegraphs at Toronto, was found in his room at 84 Wellesley St., To-

returned to Montreal at the end of Sept., after spending some weeks in Europe.

C. E. E. Ussher, General Passenger Agent of the C.P.R. eastern lines, has been elected a member of the Executive Committee of the Canadian Forestry Association.

J. T. McKenna, ticket agent for the Canadian Northern Ry. at Winnipeg, was present with a locket and chain by the Co.'s employees on his leaving for Livingstone, Mont., where he has been appointed station agent on the Northern Pacific Ry.

Wm. McCauley, who was injured in the smash-up on the C.P.R. at Proton, Ont., Aug. 10, died in the Toronto General Hospital, Sept. 27, aged 25. He was the only son of Alex. McCauley, Roadmaster of the Ontario and Quebec division, C.P.R.

Miss Estelle Beemer, daughter of H. G. Beemer, President of the Ottawa Northern and Western Ry., was married at Quebec, Oct. 30, to Rev. J. McP. Almond, of Grande Mere, who was Anglican Chaplain to the first Canadian Contingent to South Africa.

Prof. S. J. McLean, who has been conducting an inquiry into railway rates in Canada, on behalf of the Government, has concluded his investigation and returned to the University of Arkansas, where he will draw up his report and forward it to the Minister of Railways.

A. D. Shepherd, formerly General Freight Agent of the Southern Pacific Ry. Co. at San Francisco, has been appointed agent of the Pacific Improvement Co. at Vancouver, B.C. He will look after the Pacific Improvement Co.'s investments in the Esquimalt and Nanaimo Ry. and in the allied collieries.

T. Williams, General Superintendent of the Lake Superior division, C.P.R., at North Bay, was recently entertained at dinner at London, Ont., by the officials and employees of the district no the Ontario division, of which he was Superintendent prior to his promotion. The guests included officials from Toronto, Guelph and other places, as well as a number of the business and professional men of London.

F. P. Blackburn, of Chicago, who was one of the promoters of a company to build a transcontinental railway with its western terminal at Port Simpson, B.C., to be known as the British Pacific Ry., the bill for which was defeated in the Dominion Parliament in 1893, has filed a petition in bankruptcy showing debts of \$630,000, mostly contracted in con-

1901)

western woods, westward books to the Muskoka cottage sanitarium.

FRIDAY, NOVEMBER 8, IN QUEBEC.
1.00 p.m. Lunch at the Chateau Frontenac.
6.00 p.m. Steamer leaves for return trip to Montreal. Supper on board. Arriving back at Montreal on Saturday morning the party will disband.

The Richelieu and Ontario Navigation Company has extended a further invitation for a strip down the Saguenay. The headquarters of the Association in Montreal will be at the Place Viger Hotel. Mr. De La Hooke's circulars are always interesting reading. It aims to confine the attendance at the meetings to members and their wives he says that "other relatives must necessarily be left at home to take care of the house and feed the bird."

Inspecting the Great Northern Ry.— Messrs. Morley, McLeod, a son-in-law of Jno. Wannamaker, Hulm, Gowen & Beale, Philadelphia financiers, made a trip over the G.N.R. of Canada, on Oct. 22, in the private Pullman car Acantha, accompanied by Guy Tombs, G. F. & P.A. of the line. Good time was made, Hawkesbury to Joliette, 66 miles, taking 90 minutes, and Joliette to Shawenegan Junction, 55 miles, 60 minutes. Three stops were made after leaving Joliette, making the actual running time 55 minutes. The party inspected the Co.'s elevators and docks at Quebec, and then went to Montreal to look over the proposed terminals there. They expressed themselves well pleased with the line and its prospects.

With reference to the rumour mentioned in our last issue to the effect that the White Pass and Yukon Ry. intended using oil for its locomotives and steamships, we are advised by the General Manager that nothing will be done in the matter this year.

Mainly About People.

J. Murrode, Manager of the Brantford St. Ry., was married to Miss Cassie Donaldson Sept. 24.

Jas. Percival, a railway contractor of Portage la Prairie, Man., died there recently, aged 66.

G. R. Walkem, formerly Superintendent of the British Columbia Electric Ry. at Vancouver, has been appointed manager of the Vancouver Engineering Works.

volumes of standard books to the Muskoka cottage sanitarium.

T. H. White, Chief Engineer of the Canadian Northern Ry., was married at Port Arthur, Ont., Oct. 14, to the widow of the late Thos. Marks.

W. R. Tiffin, Superintendent of the Northern division of the G.T.R., accompanied the Duke and Duchess of Cornwall and York on the portion of their trip over the G.T.R. lines.

T. Tait, Manager of Transportation of the C.P.R., left Montreal early in Oct. for a trip over the Co.'s lines to Vancouver, B.C., accompanied by his brother-in-law, Major Cockburn, V.C.

Hon. Jas. Sutherland, M.P. for North Oxford, Ont., is acting as Minister of Marine and Fisheries in succession to Sir Louis Davies, who has been appointed a judge of the Supreme Court.

Homer Pingle, formerly Superintendent of the C.P.R. Co.'s Telegraphs at Toronto, was found in his room at 84 Wellesley St., Toronto, with the gas turned on, on Oct. 5, and died soon afterwards.

W. H. Douglas, heretofore Superintendent of the Montreal Park and Island Ry. Co., has been given a position with the Northern Ohio Traction Co., one of the Everett-Moore syndicate's companies.

E. M. Bland, son of Canon Bland, of Hamilton, has been appointed assistant engineer on the eastern section of the Delagoa Bay Ry., with headquarters at Kaapmuiden Jct., Transvaal Colony.

J. Greenshields, of Danville, Que., who constructed a large section of the G.T.R., died at Iroquois, Ont., Sept. 23, aged 79. He was the father of J. N. Greenshields, K.C., of Montreal.

W. Wainwright, General Assistant and Comptroller of the G.T.R., returned to Montreal at the end of Sept., after spending about a month in England, where he had conferences with the President and directors.

J. Bryce, Vice-President and General Manager Canadian Express Co., and Mrs. Bryce

A. D. Shepherd, formerly General Freight Agent of the Southern Pacific Ry. Co. at San Francisco, has been appointed agent of the Pacific Improvement Co. at Vancouver, B.C. He will look after the Pacific Improvement Co.'s investments in the Esquimalt and Nanaimo Ry. and in the allied collieries.

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At the annual convention of the MasterCar and Locomotive Painters' Association at Buffalo, N.Y., Sept. 10 to 13, the following were present from Canada: A. S. Colman, I.C.R., Moncton, N.B.; A. Gamble, C.P.R., Winnipeg; T. J. Hutchinson, G.T.R., London, Ont.; T. Jones, C.P.R., Montreal; E. A. Kimmerly, L.E. & D.R.R., Walkerville, Ont.; and W. Mackenzie, G.T.R., Montreal.

G. L. Courtney, whose portrait is given on pg. 321, was born at Chatham, Ont., Oct., 1868. He entered railway service in 1885, since which he has been consecutively to 1890 clerk G.T.R.; Aug., 1890, to Aug., 1898, with C.P.R., successively as clerk, travelling passenger agent, contracting freight agent and agent at Victoria, B.C.; Aug., 1898, to date, Traffic Manager Esquimalt and Nanaimo Ry. at Victoria, B.C.

W. Cross, who has been appointed Engineer of Tests of the C.P.R. at Montreal, was born at Birkenhead, Eng., 1842. He entered Canadian railway service in 1863, since which he has been consecutively to 1882 journeyman and foreman erecting shops at Montreal, G.T.R.; 1882 to 1887, Master Mechanic C.P.R. eastern division; 1887 to Mar., 1900, Master Mechanic western division, same road; April, 1900, to Oct., 1901, Consulting Mechanical Engineer western division, same road.

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THE RAILWAY AND SHIPPING WORLD.

[Nov., 1901.]

F. W. Bobbitt, formerly Vice-President of the Spokane Falls and Northern Ry., a subsidiary of the Great Northern Ry., U.S., has left Spokane, Wash., for St. Paul, Minn., to assume the duties of cashier of the system. This change was delayed by the death of Assistant General Superintendent Downs of the Great Northern, who had been named as his successor. H. A. Kennedy, Mr. Downs' successor, has been elected to the vice-presidency of the western line, relieving Mr. Bobbitt.

C. T. Malcolmson, chief engineer and manager of the department of machinery and electricity for the South Carolina Interstate and West Indian Exposition to be held at Charleston this winter under state and national auspices, is a graduate of the Armour Institute of Technology, of Chicago, with the degree of electrical engineer. He was born at St. Thomas, Ont., Jan. 31, 1872, and graduated from the Collegiate Institute at London, Ont., before going with his relatives to Chicago.

G. H. Webster, C.E., who has been appointed General Tie Agent for the C.P.R. was born at Creemore, Ont., Jan. 31, 1857. He entered railway service in 1872, since which he has been consecutively May, 1872, to Jan. 31, 1879, articled student Northern Ry. at Toronto; Jan., 1879, to April, 1882, assistant engineer Northern and Hamilton and Northwestern Railways; April, 1882, to April, 1883, engaged in private practice in Winnipeg, Man.; June, 1883, to June, 1885, Assistant Engineer Manitoba and Northwestern Ry.; June, 1885, to July, 1900, Engineer-in-Charge same road; July, 1900, to Oct., 1901, Resident Engineer of main and branch lines on Western Division C.P.R., east of Moose Jaw.

Wm. Whyte, Assistant to the President C.P.R., had a short rest at Winnipeg after his recent trip across Siberia, and reached Montreal Oct. 1, to present his report to the President. The main object of Mr. Whyte's trip was to report on the trade requirements of Russia, and to discover what field there was open to Canadian commerce, via Vladivostock and the Trans-Siberian Ry., with a view to the establishment of a line of steamers from Vancouver to the Siberian port. Mr. Whyte has prepared a voluminous report on the subject which is under consideration by the President. Mr. Whyte has been asked to address the Canadian Manufacturers' Association at Montreal

nished matters, inquests, investigations, etc., and did the expert shorthand court work for the Co. In '893 he was elected to the council of the Canadian Stenographic Reporter's Society, subsequently becoming Secretary and afterwards President.

J. J. McCarthy, General Western Passenger Agent of the West Shore Rd. at Chicago, Ill., died in that city Oct. 19, after a lengthened illness. The funeral took place in London, Ont., Oct. 23, and was attended by a large number of railway officials. Mr. McCarthy was born at London, Ont., 1865, and entered railway service as office boy Great Western Ry. of Canada there, since which he has been consecutively in various clerkships and emigration agent same road; seven years joint passenger agent at Niagara Falls, N.Y.; four years travelling passenger agent New York Central and Hudson River and West Shore Rds.; to 1897 Canadian Passenger Agent same roads, and Rome, Watertown and Ogdensburg Rd. at Toronto; and from 1897 was at Chicago.

D. H. Purdon, now residing in Toronto, but formerly train dispatcher on the C.P.R. at Winnipeg, is President of the Brandon and South Western Ry. Co., which holds a Dominion charter, and in that capacity had some dealings with S. Johnston, a contractor. In the course of negotiations the latter was in Aug., 1900, given a contract for the building of 100 miles of the line and put up \$400 in cash and \$1,600 in promissory notes with the promoter, with the understanding, as Mr. Johnston says, that the cash and notes would be refunded if he didn't receive notice by July 1, 1901, when to begin work. He claims he did not receive any notice and that he subsequently found that Mr. Purdon's charter did not cover the 100 miles mentioned in the contract. As a result, Mr. Purdon was arrested in Toronto in Oct., on a charge of fraud and was committed for trial.

W. S. Kinney, who has been appointed Assistant Superintendent of the Canada Southern division of the Michigan Central Ry., was born at Circleville, Ohio, May 25, 1864. He entered railway service in 1883 as axeman on construction Atchison, Topeka and Santa Fe Rd., since which he has been consecutively Sept., 1883, to Oct., 1884, rodman and drafterman on construction and transilium on location Southern Kansas Ry.; Oct., 1884, to April, 1885, rodman and assistant engineer on con-

Jan., 1896, supervising engineer on construction Toronto, Hamilton and Buffalo Ry., at Hamilton, Ont.; Jan., 1896, to Oct., 1901, principal assistant engineer Michigan Central Rd., at Detroit, Mich.

Lacy R. Johnson, who has been appointed Assistant Superintendent of Rolling Stock for the C.P.R., was born at Abingdon, Berkshire, Eng., June 22, 1855, and educated at Abingdon Grammar school. He entered railway service as apprentice at the Great Western Railway works, Swindon, June 1, 1870, serving till Dec. 20, 1875. He was Chief Engineer and Foreman of Mechanics, Jan. 1, 1876, to Aug., 1876, at the Royal arsenal at Woolwich; fitter and erector Sept., 1876, to Nov., 1878; Manager of Davis & Sons engineering works, London and Abingdon, till Aug., 1879. In Sept., 1879, he went to India as draughtsman on the Scinde, Punjab and Delhi Ry., and was afterwards foreman of machine and erecting shops on same road. He left India Mar., 1882, on account of illness and entered the service of the G.T.R. at Montreal as draughtsman in June, 1882, left that Co. and entered the G.P.R. service as general foreman at Carleton Jet. Nov. 2, 1882. He was appointed Assistant Master Mechanic of Eastern division at Chapleau Nov., 1885, and in May, 1886, was appointed Master Mechanic of the Pacific division at Vancouver. With the advent of the Co.'s steamships on the Pacific, his duties were extended over the engineering department of the ships. He spent different winters in Hong Kong, superintending alterations and repairs to some of the Co.'s ships. In April, 1901, the C.P.R. having purchased the Canadian Pacific Navigation Co.'s fleet, he was appointed Superintendent of both fleets, and severing connection with the locomotive and car department, being attached solely to the marine department. On Sept. 1 he was moved back to the locomotive and car department as Assistant Superintendent of Rolling Stock at Montreal.

RAILWAY APPOINTMENTS, ETC.

Algoma Central and Huron's Bay Ry.—C. L. Vaughn is reported to have been appointed Car Accountant at Sault Ste. Marie, Ont., with charge of all car accounting as well as the distribution and movement of cars.

W. Cross Baratavora
..... D. J. ...

Mont. The consideration named is \$750,000, and the deed is signed by E. T. Galt and J. J. Hill. By the terms of the sale, the C.N.R. agrees to widen the road to standard gauge by Oct. 30, 1902.

Hereford Ry. (Que.)—At the recent annual meeting the following directors were elected: Hon. F. Jones and G. Page of Portsmouth, N.H.; S. N. Bond, W. H. Goodman and P. W. Whittemore of Boston, Mass. The Secretary-Treasurer is H. B. Brown of Sherbrooke, Que. The Hereford Ry. is leased to the Maine Central Rd. for 999 years.

International Bridge Co.—At the annual meeting at Buffalo, N.Y., Oct. 5, the following directors were elected:—President, G. B. Reeve, Montreal; Vice-President, J. Bell, Belleville, Ont.; other directors, F. W. Morse, J. Hobson, and F. H. McGuigan, Montreal; H. W. Sprague, Buffalo, N.Y.; E. W. Meddaugh, Detroit, Mich.; Secretary, J. H. Muir, Detroit; Treasurer, F. Scott, Montreal.

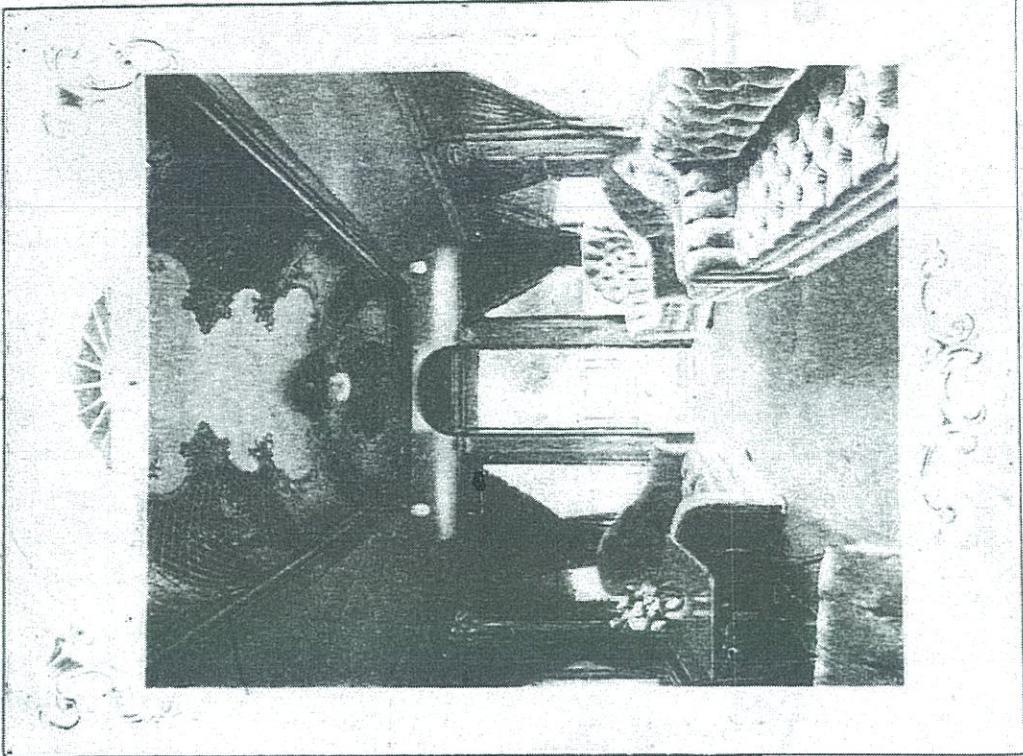
Kingston and Pembroke Ry.—It is persistently rumored that this line has been acquired by, or in the interest of, the C.P.R., and the impression prevails in Kingston that at the next annual meeting there will be a radical change in the board, and that in all probability the line will be operated by the C.P.R. In a recent interview, President Shaughnessy, of the C.P.R., "is reported to have said":—"The Kingston and Pembroke Ry. has been for many years past a close connection of the C.P.R. The stock of the K. and P. was somewhat scattered, but it has recently been concentrated into the hands of comparatively few people, with a view, no doubt, to a more permanent arrangement with the C.P.R."

The stock is listed in New York where it sold in Feb. last at \$8 a share, since which it has advanced to \$11. The line runs from Kingston, Ont., to Renfrew, 103.10 miles; Bedford to Zanesville, 4 miles, with branches to iron mines and mills, 5.75 miles, total 112.85 miles. It connects with the C.P.R. at Renfrew and Sharbot lake, and would give the C.P.R. a lake connection at Kingston. The directors are C. F. Gildersleeve, Kingston, President; F. S. Flower, New York, Vice-President; H. Seibert, New York; H. Porter, Chicago; B. W. and H. M. Folger, R. V. Rogers, J. Swift and W. D. Hart, Kingston.

Lake Erie and Detroit River Ry.—The negotiations between this Co. and the London City Council respecting the extension of the lease of the London and Port Stanley Ry. have not been concluded. The matter has been under consideration for nearly a year, and on Oct. 10 it was reported that some points in the draft lease were being reserved in order that the opinion of the city solicitor might be secured thereon. The proposal by the L. E. & D.R.R. was to surrender the present lease, which has 3 years to run, for a new lease for 30 years, the rental to be \$17,500 for the first 13 years, and \$20,000 for the remaining 17 years, which proposal the city accepted, provided there could be a re-adjustment of rates. President Walker and General Manager Woollett met the directors

RECEPTION ROOM, DAY CAR CORNWALL, C.P.R. ROYAL TRAIN.

11-1901



mostly in Washington and in North Dakota and amounted to 65 miles on eight different lines.—*Railroad Gazette.*

The annual meeting of stockholders was held Oct. 3, but beyond the re-election of the old board of directors nothing was done.

These are: R. Bacon, E. E. Harriman, J. J. Hill, L. L. Kennedy, D. S. Lamont, C. S.

Hill, and W. H. Woodbury, who was re-elected.

of main and branch lines on western division
C.P.R., east of Moose Jaw.

Wm. Whyte, Assistant to the President C.P.R., had a short rest at Winnipeg after his recent trip across Siberia, and reached Montreal Oct. 1, to present his report to the President. The main object of Mr. Whyte's trip was to report on the trade requirements of Russia, and to discover what field there was open to Canadian commerce, via Vladivostock and the Trans-Siberian Ry., with a view to the establishment of a line of steamers from Vancouver to the Siberian port. Mr. Whyte has prepared a voluminous report on the subject which is under consideration by the President. Mr. Whyte has been asked to address the Canadian Manufacturers' Association at Montreal on Nov. 5 or 6. It is probable that his report will be made public shortly.

N. S. Dunlop, who has been appointed Tax Commissioner for the C.P.R., was born near Almonte, Ont., Jan. 17, 1861. He taught in the public schools of Lanark County for seven years, and having learned shorthand, went to Toronto in 1886, and took a position in a law office. He became Secretary and then President of the Canadian Shorthand Society; in 1888 he entered the office of the solicitors of the C.P.R., at Toronto, and in 1890 was placed in charge of the Co.'s assessments and taxation in Ontario; he also had charge of gar-

quently found that Mr. Purdon's charter did not cover the 400 miles mentioned in the contract. As a result, Mr. Purdon was arrested in Toronto in Oct., on a charge of fraud and was committed for trial.

W. S. Kinnear, who has been appointed Assistant Superintendent of the Canada Southern division of the Michigan Central Ry., was born at Circleville, Ohio, May 25, 1864. He entered railway service in 1883 as axeman on construction Atchison, Topeka and Santa Fe Rd., since which he has been consecutively Sept., 1883, to Oct., 1884, rodman and draftsman on construction and transition on location Southern Kansas Ry.; Oct., 1884, to April, 1885, rodman and assistant engineer on construction Kansas City, Clinton and Springfield Rd.; April, 1885, to April, 1886, assistant engineer maintenance of way Missouri Pacific Ry. at Kansas City, Mo.; April, 1886, to Aug., 1897, division engineer and office engineer Gulf, Colorado and Santa Fe Ry.; Aug., 1887, to Jan., 1889, in private practice in civil and hydraulic engineering at Los Angeles, Cal.; Feb., 1889, to Feb., 1890, office engineer, as-

sistant engineer and acting Chief Engineer North and South American Construction Co., Santiago, Chili, South America; Feb., 1890, to April, 1895, assistant engineer maintenance of way Michigan Central Rd.; April, 1895, to

tending Engineer on dom. needs, and several connection with the locomotive and car department, being attached solely to the marine department. On Sept. 1 he was moved back to the locomotive and car department as Assistant Superintendent of Rolling Stock at Montreal.

RAILWAY APPOINTMENTS, ETC.

Algoma Central and Hudson's Bay Ry.—C. L. Vaughn is reported to have been appointed Car Accountant at Sault Ste. Marie, Ont., with charge of all car accounting as well as the distribution and movement of cars.

Canadian Pacific.—W. Cross, heretofore Consulting Mechanical Engineer of the C.P.R. Western lines at Winnipeg, has been appointed Engineer of Tests, with headquarters at Delormier avenue shops, Montreal. He will look after the testing of materials and special devices for locomotives and cars, reporting to the Superintendent of Rolling Stock.

G. H. Webster, heretofore Resident Engineer of the main and branch lines of the Western division, east of Moose Jaw, has been appointed General Tie Agent for the entire system, with office in Montreal. His duties include the purchase of all track ties, piling,

telegraph poles and fence posts, for both maintenance and construction purposes. We are informed that it is not the intention at present to make any appointment to replace Mr. Webster as Resident Engineer at Winnipeg.

N. S. Dunlop, heretofore of the solicitors' office on the Ontario division, has been appointed Tax Commissioner, with office at Montreal. All assessment notices, tax bills and municipal notices about drainage matters and local improvements, such as the construction of roadways, sewers, sidewalks, etc., are to be sent to him direct.

It has been usual for some years past to open a dispatching office at Rat Portage, Ont., during the busy season, as the line between there and Winnipeg can be handled to better advantage from there than from Fort William. This season two sets of dispatchers have been placed at Rat Portage to handle the work east and west of there over the Rat Portage and Ignace sections, with A. Hatton as chief dispatcher. The Fort William section is dispatched as usual from Fort William with A. W. Hodgson as chief dispatcher. The name of Wabigoon section has been changed to Ignace section, and Thunder Bay section to Fort William section.

B. W. Greer, heretofore freight and passenger agent at Victoria, has been appointed Assistant General Freight Agent of the Pacific division, with office at Vancouver, B.C. Agents will report direct to him on all matters affecting local freight traffic.

H. H. Abbott, heretofore freight and passenger agent at Portland, Ore., has been appointed freight and passenger agent at Victoria, B.C., succeeding B. W. Greer.

F. R. Johnson, heretofore freight and passenger agent at Tacoma, Wash., has been appointed freight and passenger agent at Portland, Ore., succeeding H. H. Abbott. P. B. Thompson has been appointed freight and passenger agent at Tacoma, Wash., succeeding F. R. Johnson.

The partnership heretofore existing in Toronto between R. M. Wells, K. C., and Angus MacMurphy, under the name of Wells & MacMurphy, has been dissolved upon the retirement of Mr. Wells. Mr. MacMurphy has been appointed Solicitor for the C.P.R. Co., in succession to Wells & MacMurphy, retaining the offices at 212 Union Station, Toronto, and has entered into partnership with S. D. T. Dawson under the

master of district 16, and that part of district 15 between east semaphore at York and mile-age 3, west of North Parkdale; office at Toronto.

J. Henry has been appointed roadmaster on lines between Sarnia tunnel and London, Komoka and Glencoe, Glencoe and Kingscourt, and the Petrolia branch, vice C. O'Dell, transferred; office at Sarnia tunnel.

C. J. Crowley has been appointed Resident Engineer of the Western division, assuming all duties heretofore performed by E. French, who has resigned to take service with another company.

R. P. Dalton, Assistant Superintendent of the Western division, having resigned to become Superintendent of Terminals of the St. Louis, Iron Mountain and Southern Ry. at Fort Smith Crossing, Ark., the office of Assistant Superintendent has been abolished. Jno. Ehrke, heretofore yardmaster at Elsdon, Ill., has been appointed trainmaster district 25, main line Port Huron to Battle creek, and District 26. Office at Battle Creek, Mich. B. W. Murphy has been appointed yardmaster at Elsdon, Ill.

T. Fogerty has resumed charge as Roadmaster, district 25, between Port Huron and Lansing, vice J. Mullen assigned to other duties. Messrs. Fogerty and Mullen have merely exchanged places, Mr. Fogerty having gone on as general foreman in charge of construction on the 2nd main line track.

T. Fogerty has been appointed Roadmaster of district 25, between Port Huron and Lansing, Mich., with headquarters at Durand, Mich., vice J. Mullen, assigned to other duties.

W. J. Hunter has been appointed Commercial Agent, Pittsburgh, Pa., with office at 404 Park building, vice G. W. Parker, Travelling Freight Agent, resigned to become General Freight and Passenger Agent of the Detroit United Railways.

R. W. Long has been appointed Commercial Agent at Buffalo, N. Y., with office at 285 Main St.

The office of New York State Agent has been abolished, and matters previously handled by Mr. Hunter will in future be under Mr. Long's jurisdiction.

S. A. Jones, heretofore travelling freight agent at Detroit of the Commercial Express line, has been appointed travelling freight agent for the G.T.R., with headquarters at Buffalo, N.Y.

Locomotives, has been extended to the west limit of Moncton yard.

N. L. Rand, Road Foreman of Locomotives, has jurisdiction over all lines east of the west limit of the Moncton yard.

Michigan Central Rd.—W. S. Kinney, heretofore principal assistant engineer at Detroit, Mich., has been appointed Assistant Superintendent of the Canadian Division. Office at St. Thomas, Ont.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—E. Pennington has been elected Vice-President. He will also continue as General Manager.

Quebec Southern Ry.—The office of H. A. Hodge, President, has been removed from Rutland, Vt., to Montreal.

Sydney and Louisburg Ry.—The position of Superintendent, formerly held by A. L. McLennan, has been abolished, the duties being assumed by Traffic Manager A.W. Coyne, White Pass and Yukon Route.—E. C. Hawkins having resigned as General Manager, the duties of that office will hereafter be performed by A. B. Newell, Vice-President, with title of Vice-President and General Manager.

White Pass and Yukon Route.—E. C.

Hawkins having resigned as General Manager, the duties of that office will hereafter be

performed by A. B. Newell, Vice-President,

with title of Vice-President and General Manager.

W.H. Weig has been appointed passenger and

freight agent at Chicago, Ill., with office at

the Chamber of Commerce Building.

November Birthdays.

Many happy returns of the day to

S. Burke, Cleveland, Ohio, President Central Ontario Ry., born in St. Lawrence, C.O., N.Y., Nov. 26, 1826.

M. J. Butler, Chief Engineer Bay of Quinte Ry. and Navigation Co. at Deseronto, Ont., born at Deseronto, Ont., Nov. 19, 1856.

F. Conway, General Freight and Passenger Agent, Kingston and Pembroke Ry. at Kingston, Ont., born at Ernestown, Ont., Nov. 19, 1850.

W. L. Crighton, Advertising Agent, Intercolonial Ry., at Moncton, N.B., born at Derby, Eng., Nov. 9, 1871.

Wm. Downie, Superintendent C.P.R. at Nelson, B.C., born at Rock Currie, Ireland, Nov. 12, 1850.

R. Doyle, Trainmaster, Buffalo division

Wabash Rd., at St. Thomas, Ont., born at Dudley, Ill., Nov. 12, 1862.

11-1901

Portland, Ore., succeeding H. H. Abbott.
P. B. Thompson has been appointed freight
and passenger agent at Tacoma, Wash.,
succeeding F. R. Johnson.

The partnership heretofore existing in Toronto between R. M. Wells, K. C., and Angus MacMurchy, under the name of Wells & MacMurchy, has been dissolved upon the retirement of Mr. Wells. Mr. MacMurchy has been appointed Solicitor for the C.P.R. Co., in succession to Wells & MacMurchy, retaining the offices at 212 Union Station, Toronto, and has entered into partnership with S. Denison and R. B. Henderson, under the name of MacMurchy, Denison & Henderson. The firm occupies offices for general business at 48 King Street West, Toronto.

W. E. McMullen, trackmaster of the northern section of the Atlantic division, with headquarters at Woodstock, N.B., has been temporarily transferred to St. John, N.B., to look after the construction of the bay shore yard, and of the new cattle sheds and other alterations and additions at West St. John, in connection with the winter port service.

The dispatching of trains between Port Arthur and Fort William has been transferred to the dispatching office at Schrieber. Although the track between Port Arthur and Fort William is on the Western division, Fort William is the western terminus for all trains running over the Lake Superior division, and it was considered advisable that they should be handled through to Fort William by dispatchers of the Lake Superior division. The only movement of trains or engines belonging to the Western division between Port Arthur and Fort William is that of the yard engine, which makes a couple of trips every 24 hours. R. A. Bainbridge, division engineer of the Cascade and Thompson sections of the Pacific division, has been transferred to the Kootenay and Boundary district lines, succeeding F. P. Guelius, transferred to the general offices at Montréal.

Grand Trunk Ry. — T. S. Scott having re-

signed, C. O'Dell has been appointed road-

FREIGHT AND PASSENGER AGENT ON THE UNION RAILWAYS.

R. W. Long has been appointed Commercial Agent at Buffalo, N.Y., with office at 285 Main St.

The office of New York State Agent has been abolished, and matters previously handled by Mr. Hunter will in future be under Mr. Long's jurisdiction.

S. A. Jones, heretofore travelling freight agent at Detroit of the Commercial Express line, has been appointed travelling freight agent for the G.T.R., with headquarters at Buffalo, N.Y.

Outside ticket offices have been opened and agents appointed as follows: Gore Bay, Ont., J. R. McGregor; Little Current, Ont., T. Simis; Sault Ste. Marie, Mich., C. H. Hill.

The following agents have been installed: Falmouth, W. Olson; Chaudiere Curve, Pass. L. Emond; Burks Falls, W. Maxwell; Sunridge, W. H. Stinson; Meaford, R. F. White; St. George, R. W. Morgan; Shallow Lake, S. N. Milligan; Centralia, C. H. Dunlan; Belsay, A. Oliver; Drayton Plains, G. Rankin; Orchard Lake, Mrs. A. M. Reick.

Great Northern Ry. of Canada. — J. J. Corner, Master Car Builder, is reported to have resigned to enter the service of the Dominion Iron and Steel Co. at Sydney, N.S.

Intercolonial Ry. — F. B. Atkinson has been appointed to investigate claims and personal injuries. His jurisdiction will be between Montreal and Campbellton, not including Campbellton. He will be known as the Agent of Claims and Personal Injuries, with office at Levis. He will report to the Manager. Since Oct. 15 the jurisdiction of G. Skeffington, Chief of Police, is from the north switch, Moncton, to Montreal. John Ring has been appointed Chief of Police for the remainder of the line. Both will have office at Moncton and report to the Manager.

The jurisdiction of F. J. Lozo, Master Mechanic, and J. Murphy, Road Foreman of

F. Conway, General Freight and Passenger Agent, Kingston and Pembroke Ry., at Kingston, Ont., born at Ernestown, Ont., Nov. 19, 1859.

W. L. Crighton, Advertising Agent, Intercolonial Ry., at Moncton, N.B., born at Derby, Eng., Nov. 9, 1871. Wm. Downie, Superintendent C.P.R. at Nelson, B.C., born at Rock Currie, Ireland, Nov. 12, 1850.

R. Doyle, Trainmaster, Buffalo, division Wahash Rd., at St. Thomas, Ont., born at Dudley, Ill., Nov. 12, 1862.

C. Drinkwater, Secretary C.P.R. at Montreal, Que., born at Ashton-under-Lyne, Eng., Nov. 17, 1843.

W. Hendrie, Hamilton, Ont., railway promoter and contractor, and President of Hendrie & Co., cartage agents, G.T.R., born at Glasgow, Scotland, Nov., 1831. C. R. Hosmer, Montreal, director C.P.R., born at Coteau Landing, Que., Nov. 12, 1851. C. Murphy, Superintendent C.P.R. at Chappleau, Ont., born Nov. 20, 1865.

F. Nicholls, Toronto, President Brantford Street Ry., born in England, Nov. 23, 1856. P. A. Petersen, Chief Engineer C.P.R. at Montreal, Que., born at Niagara Falls, Ont., Nov. 8, 1839.

J. A. Renie, Master Mechanic Caraquet Ry. at Bathurst, N.B., born at St. John, N.B., Nov. 1, 1858.

W. B. Rosevear, General Traffic Manager Algoma Central and Hudson's Bay Ry., at Sault Ste. Marie, Ont., born at Belleville, Ont., Nov. 28, 1864.

J. C. Fields, Superintendent Hancock and Cadmus and Mineral Range Rd., at Hancock, Mich., born at St. Mary's, Ont., Nov. 29, 1853.

H. P. Timmerman, General Superintendent C.P.R. at Toronto, born at Odessa, Ont., Nov. 6, 1856.

Arthur White, Division Freight Agent G.T. R. at Toronto, born at Hadleigh, Suffolk, Eng., Nov. 17, 1840.

RAILWAY APPOINTMENTS, ETC.

Algoma Central and Hudson's Bay Ry.—C. L. Vaughn has been appointed Car Accountant, Office at Sault Ste. Marie, Ont. He will have charge of all car accounting, as well as the distribution and movement of cars. It is reported that James Bourke has been appointed Auditor of Freight and Passenger Receipts, vice W. O. Smith, and that C. M. McCarthy has been appointed Purchasing Agent.

Onondaga Pneufie.—A. Piers, heretofore Superintendent of Steamship Lines, has been appointed General Superintendent of Steamships, with charge of all the steamships owned and operated by the Co. Office at Montreal. This places Mr. Piers in charge of the Canadian Pacific Navigation Co.'s fleet as well as all the steamships operated by the C.P.R. Co. on the ocean, lakes and rivers.

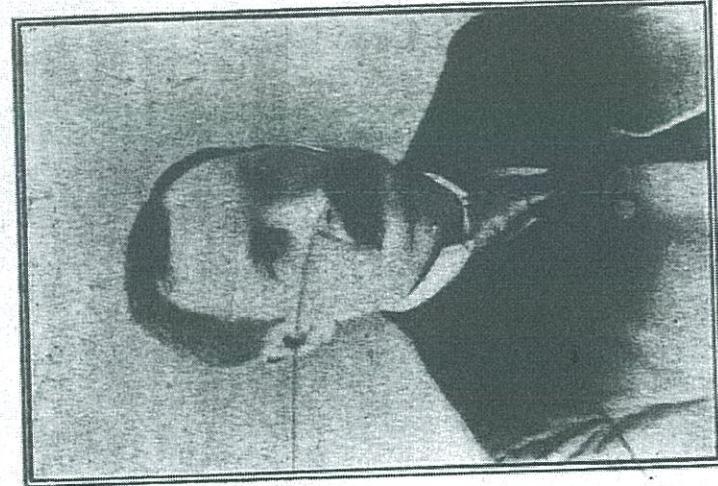
G. E. Graham has been appointed Supervisor of Weighing, with office at Montreal. B. Stinson, formerly locomotive foreman at Megantic, Que., has been appointed locomotive foreman at Farnham, Que., vice G. Hedge, transferred to the western division. A. H. Eager, formerly foreman in the shops, will succeed Mr. Stinson as locomotive foreman at Megantic.

F. J. Macoun has been appointed town ticket agent at Walkerton, Ont., succeeding W. G. Stovel, deceased.

W. Hewitt, heretofore freight conductor at North Bay, Ont., has been appointed Trainmaster there.

G. W. Hutcheson, heretofore Chief Train Dispatcher and Trainmaster at North Bay, Ont., has been appointed Chief Dispatcher there.

It is said Roadmasters Kelly, of Sudbury and Clark of Mattawa, are to be moved to North Bay, Ont. The following resident engineers have been appointed on the Western division:—1st dis-



Duluth, Virginia and Rainy River Ry.—N. Mills has been appointed General Manager.

Erie Rd. Marshall McGregor has been appointed Acting General Canadian Agent, with office at Toronto, succeeding the late J. Surachan. On Jan. 1 he will become General Canadian Agent. He was Mr. Strachan's assistant for a number of years.

Grand Trunk Ry.—C. M. Hays will return to the management, probably on Jan. 1. No official announcement of his title has been made, but it is said he will be Vice-President and General Manager, succeeding G. F. B. Reeve, who will again retire to his California ranch, which he quitted reluctantly a year ago to succeed Mr. Hays, when the latter went to the Southern Pacific Co.

W. Lindley, Secretary, has resigned. He is succeeded by the Assistant Secretary, Mr. Norman. G. C. Cobb has been appointed Road Foreman of Locomotives, 1st district, at Island Pond, Vt., succeeding N. S. Whitsel appointed Master Mechanic, Northern division. N. S. Whitsel, heretofore Road Foreman of Locomotives at Island Pond, Vt., has been appointed Master Mechanic of the Northern division at Allandale, Ont., succeeding T. A. Summerskill, appointed Superintendent of Motive Power, Central Vermont Ry.

The following agents have been installed:—West Paris; J. P. Joyce; Oxford, G. A. Doran; Shelburne, T. H. Mullen; Lockes Mills, J. A. Richard; North Stratford, J. F. Gibson; St. Lambert, A. E. Duff; Tavistock, R. Cossey; Vickerville, R. M. Matheson; Gooding, G. R. Sillaway; Carson City, E. N. Tillman.

It is reported that W. H. Bullen, for five years General Agent of the Milwaukee and Michigan Transportation Co., at Milwaukee, is to be appointed Pacific Coast Agent of the G. T. R., vice W. F. Botsford.

W. G. Stovel, deceased.
W. Hewitt, heretofore freight conductor at North Bay, Ont., has been appointed Trainmaster there.

G. W. Hutcheson, heretofore Chief Train Dispatcher and Trainmaster at North Bay, Ont., has been appointed Chief Dispatcher there.
It is said Roadmasters Kelly, of Sudbury and Clark of Mattawa, are to be moved to North Bay, Ont.
The following resident engineers have been appointed on the Western division:—1st dis-

transferred to the front western section. He has been succeeded on the Pembina section by R. Marshall, heretofore general foreman of the Winnipeg carpenters' shop.
R. A. Bainbridge has been appointed Resident Engineer of the Kootenay sections with office at Nelson, B.C., succeeding F. P. Gutiérus, transferred to the head office. Mr. Bainbridge will have immediate charge of construction work and renewals covered by appropriation, reporting to the Superintendent. Hereafter Bridge and Building Inspector and roadmasters will report to the Superintendent direct in all matters pertaining to maintenance.

H. B. Walkem has been appointed Resident Engineer of the Cascade and Thompson sections, with headquarters at North Bend, vice R. A. Bainbridge, transferred to the Kootenay sections.

F. F. Busted, C.E., has been appointed Engineer of Way and Structures of the Pacific division, with office at Vancouver. All reports and other communications from the superintendents in connection with the maintenance and improvements of road-bed and structures will be made to him, and his instructions in relation to this branch of the service must be observed. Mr. Busted has been appointed to the position which was to have been given to E. J. Duchesnay, Assistant General Superintendent of the Pacific Division, who was recently killed.

W. Stitt, heretofore Assistant General Passenger Agent of the Western division, has been appointed representative of the Co. in Australia. It is understood the position of A.G.P.A. at Winnipeg will be abolished.

Canada Atlantic Transit Co.—J. B. Heckendorf has been appointed Acting Agent at Milwaukee, Wis., vice C. D. Howard, deceased.

Cape Breton Ry. Extension Co.—J. M. Daly has been appointed General Manager, with office at Port Hawkesbury, N.S.

W. H. C. MACKAY,
and Vice-President C.T.A. Association.

District, R. S. Ensley, office at Fort William; 2nd district, A. R. Davis, at Brandon; 3rd district, J. E. Schweizer, at Winnipeg; 4th district, G. M. Lang, at Moosejaw; 5th district, A. J. McLean, at Calgary; 6th district, G. H. Richardson, at Cranbrook. They will report to Hugh Ferguson, Bridge and Building Inspector on the Pembina section, has been

west rail, J. J. Muller; Lockes Doran; Shelburne, T. H. Mullen; Mills, J. A. Richard; North Stratford, J. F. Gibson; St. Lambert, A. E. Duff; Tavistock, R. Cossey; Vickeryville, R. M. Matheson; Gooding, G. R. Sillaway; Carson City, E. N. Tillman.

It is reported that W. H. Bullen, for five years General Agent of the Milwaukee and Michigan Transportation Co., at Milwaukee, is to be appointed Pacific Coast Agent of the G.T.R., vice W. F. Botsford.



C. E. MORGAN,
3rd Vice-President C.T.A. Association.

Great Northern Ry. of Canada.—The position of Master Mechanic has been abolished.

Intercolonial Ry.—The office of General Superintendent has been discontinued. The duties of the office will be handled by the Manager and his assistant. J. E. Price, heretofore General Superintendent, has been appointed Superintendent of the Moncton and

A. F. Walker.

station at Ottawa.

Canadian Northern Ry. Construction.

The terminal and shipping facilities at Port Arthur and Fort William are being rapidly pushed forward so as to be ready to handle traffic when the line through to Winnipeg is opened. Large areas of land are being reclaimed along the waterfront at Port Arthur between the elevator dock and the round

November 1901

THE RAILWAY AND SHIPPING WORLD.

[Dec., 1901.]

by purchase the entire fleet of the Canadian Development Co., and have also built, at great expense, three large, light-draught and finely-finished boats, which are now employed in transporting passengers and freight between Whitehorse and Dawson. With our present facilities we are prepared to land 1,000 tons of freight, but as a matter of fact we are not handling one-tenth the business of which we are capable at a very small extra outlay for rolling stock, fuel and labor."

The Woodstock and Centerville Ry. is reported to have signed a contract with H. Crane, of New York, for the construction of its line in New Brunswick. The difficulties with former contractors are reported to have been settled and outstanding liabilities will be discharged. Active work is to be commenced in April next, and the line is to be completed in 18 months.

The charter of the W. and C. Ry. Co. was granted many years ago and a Dominion subsidy of \$64,000 was voted in respect of 20 miles from Woodstock towards Centerville in 1887. An additional subsidy of \$10,200 was voted in respect of six miles in continuation of the first 20 miles, to the International boundary between N. B. and Maine. Nothing appears to have been done to earn these subsidies and in 1894 they were re-voted.

Canadian Northern Ry. Construction.

Canadian Northern Ry.—W. Mackenzie recently stated that there were 825 miles of the C. N. R. being operated from Rainy river westward. The line would be in operation from Fort Frances to Rainy river as soon as from Port Frances to Rainy river as soon as inspected, and the line from Port Arthur to Fort Frances would be completed by the end of the year. There were also 25 miles grad-

a large garden with ornamental trees, shrubs and fountains. The large gasoline engine for turning the central span of the Rainy river bridge is to be discarded for a smaller one, it having been found to be too powerful; meanwhile the bridge is being turned by hand. (Nov., pg. 338.)

In addition to the extension of the old Port Arthur, Duluth and Western Ry. from Gunflint Narrows to Ely, Minn., the C. N. Ry. is credited with having projected an extension from War-road on the Lake of the Woods through Rosseau and Kittson counties, to a junction with the Great Northern Ry. (U.S.) at Hallock or Kennedy, Minn. (Jan., 1900, pg. 9.)

An arrangement has been effected with the St. Boniface council, by which the C. N. Ry. will raise the grade on Tache St., to rail level at once, and will construct a subway next year. Permission has been given for the use of the Red River bridge by foot passengers.

The C. N. extension at Emerson, Man., into the town from the end of the old Northern Pacific track, over the iron bridge built by the town 20 years ago, has been completed. The line does not make connection with the track of any other railway company.

The branch to Carman has been completed and D. D. Mann, Gen. Supt. Hanna, and Hon. R. P. Roblin made a trip over it Nov. 8. (Nov., pg. 338.)

The Railway Committee of the Privy Council has granted permission for the C. N. Ry. to carry its tracks across the C. P. R. tracks at Gladstone, Man., but the matter will come up again in nine months' time. The crossing has been completed, and the C. N. trains now run through to Erwood over its own tracks. It is reported that a branch will be constructed from Neepawa through the Riding mountain district next summer.

C. Macfarlane, is working from Edmonton eastward to meet Mr. Armstrong at Prince Albert. Lieut.-Col. S. Hughes, M. P., is also looking over the country in the interest of the Co. (Nov., pg. 338.)

C.P.R. Betterments, Construction, Etc.

Expenditures.—From Jan. 1, 1900, to June 30, 1901, the expenditures on construction and betterments were as follows:—

CONSTRUCTION—ACQUIRED AND BRANCH LINES.

Souris branch—Pipistone extension.....	\$ 463,400.48
Snowflake branch.....	74,518.89
McGregor branch.....	389,147.85
Waskada branch.....	85,834.64
Lac du Bonnet branch.....	262,979.21
North Star branch.....	75,388.66
Lake Temiscamingue Colonization Ry.....	1,028.71
West Selkirk branch extension.....	54,779.66
Stonewall branch extension.....	73,311.97
Dymet branch.....	57,665.24
Gow's Nest Pass & B. C. Southern Ry.....	1,003,625.52
Vancouver & New Westminster Ry.....	18,485.70
Surveys projected lines.....	57,582.87
Total	\$ 4,309,148.80

ADDITIONS AND IMPROVEMENTS.

Main line, Quebec to Bonfield.....	\$ 131,170.87
" Bonfield to Port Arthur.....	199,381.19
" Port Arthur to Laggan	702,393.64
" Laggan to Pacific Coast	820,555.05
" Montreal Terminals.....	342,863.18

Total

\$ 2,196,274.53

Branch lines

\$ 184,572.90

Telegraph extensions and additions

\$ 32,442.46

\$ 2,413,289.86

EXPENDITURE ON LEASED AND ACQUIRED LINES.

Ontario and Quebec Ry.....	\$ 322,767.74
Atlantic and Northwest Ry.....	115,318.54
New Brunswick Ry.....	157,489.04
Montreal and Western Ry.....	13,302.16
Manitoba Southwestern Colonization Ry.....	84,366.91
Columbia and Kootenay Ry.....	53,746.91

purchase the entire fleet of the Canadian Development Co., and have also built, at great expense, three large, light-draught and nicely-finished boats, which are now employed in transporting passengers and freight between Whitehorse and Dawson. With our present facilities we are prepared to land 1,000 tons of freight, but as a matter of fact we are not handling one-tenth the business of which we are capable at a very small extra outlay for rolling stock, fuel and labor."

The Woodstock and Centerville Ry. is reported to have signed a contract with H. Crine, of New York, for the construction of its line in New Brunswick. The difficulties with former contractors are reported to have been settled and outstanding liabilities will be discharged. Active work is to be commenced in April next, and the line is to be completed in 18 months.

The charter of the W. and C. Ry. Co. was granted many years ago and a Dominion subsidy of \$64,000 was voted in respect of 20 miles from Woodstock towards Centerville in 1887. An additional subsidy of \$19,200 was voted in respect of six miles in continuation of the first 20 miles, to the International boundary between N.B. and Maine. Nothing appears to have been done to earn these subsidies and in 1894 they were re-voted.

Canadian Northern Ry. Construction.

Grand Trunk Northern Ry.—W. Mackenzie recently stated that there were 825 miles of the C.N.R. being operated from Rainy river westward. The line would be in operation from Fort Frances to Rainy river as soon as inspected, and the line from Port Arthur to Fort Frances would be completed by the end of the year. There were also 25 miles graded westerly from the Manitoba boundary towards Prince Albert. As soon as the Rainy river section of the line was completed, the Co. would proceed with its line to the Pacific coast. There were on the C.N.R. between 90 and 100 elevators, and the rolling stock was being delivered from both Canadian and U.S. manufacturers.

On the Ontario division up to Nov. 22 track had been laid to 180 miles west of Stanley, leaving about 30 miles yet to be laid to connect with Fort Frances, from which point trains are running into Winnipeg. At Fort Frances a track has been laid from the station to the steamboat wharf. The station is a handsome Gothic building, and is situated in grounds covering 26 acres, which will include

C. Macfarlane, is working from Edmonton eastward to meet Mr. Armstrong at Prince Albert. Lieut.-Col. S. Hughes, M.P., is also looking over the country in the interest of the Co. (Nov., pg. 338.)

C.P.R. Betterments, Construction, Etc.

Expenditures.—From Jan. 1, 1900, to June 30, 1901, the expenditures on construction and betterments were as follows:—

CONSTRUCTION—ACQUIRED AND BRANCH LINES.	
Souris branch—Pipestone extension.....	\$ 406,400.98
Snowflake branch.....	74,518.89
McGregor branch.....	260,127.85
Waskada branch.....	83,334.64
Lac du Bonnet branch.....	263,794.21
North Star branch.....	75,388.6
Lake Temagami Colonization Ry.....	4,948.71
West Selkirk branch extension.....	51,779.66
Stonewall branch extension.....	73,311.97
Dymet branch.....	53,605.24
Crow's Nest Pass & B.C. Southern Ry.....	1,063,053.52
Vancouver & New Westminster Ry.....	10,485.70
Surveys projected lines.....	55,682.87
Total	\$2,359,128.80

ADDITIONS AND IMPROVEMENTS.

Main line, Quebec to Bonfield.....	\$ 131,150.87
" Bonfield to Port Arthur.....	109,381.19
" Port Arthur to Lurgan	70,238.94
" Lurgan to Pacific Coast	810,535.05
" Montreal Terminals.....	342,863.18
Total, main line.....	\$2,196,271.53
Branch lines, Telegraph extensions and additions.....	184,574.99
Branch lines	32,442.46
Total	\$2,413,289.89

EXPENDITURE ON LEASED AND ACQUIRED LINES.

Ontario and Quebec Ry.....	\$ 325,677.74
Atlantic and Northwest Ry.....	115,318.53
New Brunswick Ry.....	65,0489.04
Montreal and Western Ry.....	13,302.16
Manitoba Southwestern Colonization Ry.....	81,366.91
Columbia and Kootenay Ry.....	53,746.91

December
1901

Atlantic Division.—Very extensive improvements and enlargements are being carried out at the terminals at West St. John, N.B. The Co. acquired considerable additional land adjoining its present yards and is laying out sidings, building additional wharf accommodation, and providing new cattle yards and shed accommodation for freight. G. S. Mayes had the contract for building 650 ft. of close faced wharf from the corner of Fowler's office on Rodney wharf, along the Dunn slip; the tracks on this wharf will give accommodation for 250 cars. It is stated

that the branch to Hudson's Bay, via Cedar Lake, will leave the main line. No grading has been done this year. (Nov., pg. 337.)

J. Armstrong, C.E., will be engaged all winter in location work on the continuation of the main line towards Prince Albert. The line is operated to Erwood, Silesk, and 25 miles beyond. The grading have been completed, but no track has been laid, and on Nov. 9 we were informed that it had not been decided whether it would be laid this year. The distance from this point to Prince Albert is about 125 miles. Another survey party, under M.

Ste. Flavie district, vice W. Rennels, deceased, Office at Campbellton, N.B. T. E. Henderson, for a number of years operator and ticket agent at Moncton, has been appointed Superintendent of Car Service and Telegraph, with office at Moncton. This is a new position. He will be assisted by a Car Accountant. He will distribute the passenger and freight equipment between divisions; arrange the interchange of cars between this and other railways; keep in close touch with the traffic department in order to carry out its obligations. He will arrange such schedules as will give prompt and regular movement to traffic. He will receive complaints of and investigate all delays. All tracing for freight will be done through his office. He will arrange for the proper equipment of passenger trains, and keep in close touch with the machinery department on the assignment of engines, and the shopping of passenger equipment. He will have supervision over the telegraph lines along the railway right of way, and the employees maintaining and operating them. No changes of instruments or telegraph machinery shall be made without his permission. He will confer freely with the commercial telegraph companies to see that their revenues are properly protected. Ordinarily telegraph operators will be employed by the district superintendent, but there will be close conference with the Superintendent of Telegraph, as to their ability and attention to duty. The chief train dispatcher of each district will be the representative of the Superintendent of Telegraph, and will make daily tests and reports of the conditions of circuits and all wire irregularities.

G. J. R., has been appointed Assistant to the Superintendent of Machinery and Rolling Stock, with office at Moncton. He is authorized to request and receive information from all concerned in all matters pertaining to this department. This is a new position.

B. C. Gessner, heretofore Air Brake Inspector, has been appointed Master Mechanic, with office at Stellarton. His jurisdiction is from Oxford Jet to Sydney, North Sydney and Truro, and includes the Truro terminals. This is a new position. He reports to the Superintendent of Machinery and Rolling Stock, W. C. Hunter, heretofore locomotive engineer, has been appointed Air Brake Inspector.

A. M. Sharpe has been appointed Train Inspector, with headquarters at Minneapolis. Trainmen, engineers and agents will carry out his instructions.

H. J. Cambie continues as Engineer-in-Charge of the Pacific division, reporting directly to and representing the General Superintendent in all matters affecting the engineering department of the division.

Kingsway George Road.—Godfrey Morgan, general manager, has resigned. For the present the office will be filled by B. L. Jones, Secretary-Treasurer.

Pullman Co.—W. H. Reed, heretofore Division Supt. at Chicago, and formerly District Supt. at Montreal, has been appointed General Supt., succeeding C. A. Garseton.

Quebec Southern Ry.—J. W. Bartlett, formerly with the West Shore Rd., is reported to have been appointed Assistant Superintendent of the Q.S.R.

The jurisdiction of A. H. Harris, General Traffic Manager of the Q.S.R., has been extended to cover the South Shore Ry.

Canadian Manufacturers' Association.—The Transportation Committee of this Association in its report presented at the recent annual meeting, recommended the appointment of a permanent railway commission by the Dominion Government, and in conclusion said: "We desire to impress upon our members the importance of the transportation question. What we need most in this country is cheap transportation, and if we can adopt any system by which the products of our manufacturers, as well as the farmers, can be transported at a lower rate we will confer upon them a great advantage. In this connection your committee desires to express its approval of the course of the Government in improving the terminal facilities of the port of Montreal, as well as improving the entrance to the Welland canal at Port Colborne. When these improvements are completed we believe the cost of transporting the products of Canadian farms and Canadian manufactures to the seaboard will be considerably reduced, and at the same time a very much larger volume will go down to the sea via our own Canadian route, thus building up our own seaports, and at the same time greatly stimulating shipbuilding in Canada."

levied and powers asked to fix such as follows: foot passengers, not exceeding 5c.; carriages not exceeding 20c.; tramway per car, not exceeding \$1.; railway per car, not exceeding \$8. The proposed bridge to be clear of interference with navigation, say 150 ft. above high water, and the span or distance between abutments to be not less than 1,000 ft. Ross & Ross, solicitors, Sydney, N.S., are acting for the applicants. The strait is about a mile wide, and a bridge across it would rank as one of the highest in the world. It is stated that such a bridge would cost about \$1,000,000, and would contain 350,000 tons of steel. The Cape Breton Ry. Extension Co., Ltd., has among its various powers a clause enabling it to build a bridge across the Straits of Canso.

December Birthdays.

Many happy returns of the day to
A. H. Anderson, Cashier, Paymaster, and
Purchasing Agent, Quebec Central Ry., at
Sherbrooke, Quebec, born at Cookshire, Que.,
Dec. 19, 1859.

C. H. Bevington, Master of Transportation,
G.T.R. at London, Ont., born near Blooming-
ton, Ill., Dec. 1, 1862.

D. Brown, First Assistant General Freight
Agent, Grand Trunk Ry., at Chicago, born
at Glasgow, Scotland, Dec. 21, 1843.

P. E. Demers, Trainmaster, Central Vermont
Ry., at Farnham, Que., born there Dec. 10, 1859.

H. P. Dwight, President Great Northwest-
ern Telegraph Co., Toronto, born at Belville,
Jefferson Co., N.Y., Dec. 23, 1828.

P. Grifkins, General Manager, Dominion
Atlantic Ry., at Kentville, N.S., born at Har-
penden, Herts, Eng., Dec. 25, 1850.

D. B. Hanna, General Superintendent Can-
adian Northern Ry., at Winnipeg, Man., born
at Thornhillbank, Scotland, Dec. 20, 1858.

E. P. Hannaford, ex-Chief Engineer G.T.
R. at Montreal, born at Stoke Gabriel, Devon-
shire, Eng., Dec. 12, 1834.

S. P. Howard, Assistant General Freight
Agent C.P.R. at Montreal, born there Dec.
30, 1865.

R. R. Jamieson, Division Superintendent
C.P.R. at Farnham, Que., born at Westover,
Ont., Dec. 12, 1856.

J. Niblock, Superintendent C.P.R. at Cal-

gary, Alta., born in York County, Ont., Dec.
21, 1849.

THE RAILWAY AND SHIPPING WORLD.

Central Vermont Ry.—During the past fiscal year 18.4 miles of new 80-lb. steel rail has been laid between Essex Jct. and North Duxbury on the main line; and the 72 and 75-lb. steel rail taken up has been relaid between Vantic and Orcutts on the Southern division. The roadway generally has been well maintained, and the track between White River Jct. and South Royalton (18.3 miles) has been relaid and ballasted with gravel. Whatever new ties are laid in rebuilding and ballasting the track, the number of ties per mile is increased by 300. New steel bridges, replacing old wooden structures, have been put in at 24 points. A new steel bridge has been built over the White river at Hartford. This was the lightest bridge remaining on the line between St. John's and Windsor, and practically completes the extensive expenditures for bridge renewals, which have been made for that portion of the line during the past few years. The completion of this bridge will enable the Co. to operate heavy modern freight locomotives of large capacity through between St. John's and White River Jct.

The following paragraph appeared in our last issue in error, under the head of Minneapolis, St. Paul and Sault Ste. Marie Ry., instead of under the C.P.R.:—H. J. Cambie continues as Engineer-in-Charge of the Pacific division, reporting directly to and representing the General Superintendent in all matters affecting the engineering department of the division.

W. Stitt, heretofore Assistant General Passenger Agent of the Western division at Winnipeg, has been appointed General Passenger Agent Canadian-Australian R.M.S. line, and C.P.R. Co., at Sydney, New South Wales.

G. D. Robinson, heretofore Export Clerk at St. John, N.B., has been appointed Traveling Freight Agent for New Brunswick, east of St. John; Nova Scotia, and Newfoundland, succeeding D. Sutherland, appointed General Freight Agent, Newfoundland Ry.

Algonquin Central and Hullson's Bay Ry.—J. Bourke has been appointed Auditor of Freight and Passenger receipts, with office at Sault Ste. Marie, Ont., vice W. O. Smith resigned.

Canadian Pacific.—On Feb. 12, 1900, the directors passed a by-law providing that at the first meeting of the board after each election they should elect from their number a Chairman of the Board, a President and a Vice-President for the ensuing year. The by-

Newfoundland Ry.—H. A. Morine, heretofore Freight and Passenger Agent, has been appointed General Freight and Ticket Agent, with office at St. John's, Nfld.

Douglas Sutherland, heretofore Travelling Freight Agent for the C.P.R. at St. John, N.B., has been appointed General Freight Agent of the Newfoundland Ry., with office at St. John's Nfld.

Quebec Southern and South Shore Ry.—The Quebec Southern Ry. Co., has assumed the control and management of the East Richelien Valley and the United Counties Rys. The Co. is now operating 150 miles, and it is expected that at an early date the necessary legal power will be granted the Q.S.R. Co. to use its name only and to drop the name of the South Shore Ry. Co.

H. A. Hodge has resigned his position as Traffic Manager of the Rutland Rd., to devote his whole time to his duties as President of The Quebec Southern and South Shore lines, with office at Montreal.

A. H. Harris has been appointed Traffic Manager of the Quebec Southern and South Shore lines, with office at Montreal.

F. D. White has been appointed Secretary-Treasurer of the South Shore Ry., with office at Rutland, Vt.

G. W. Bartlett has been appointed General Superintendent of the Quebec Southern and South Shore lines, with office at Montreal.

Railroad Rd.—H. A. Hodge having resigned his whole time to his duties as President of the Quebec Southern Ry., the following appointments have been made:

G. Cassidy, General Freight Agent, has been made Freight Traffic Manager and will have jurisdiction over all the traffic of the

Central Vermont Ry.—J. Alex. Hutchison, Chief Surgeon of the G.T.R., has also been appointed Chief Surgeon of the C.V.R., with office at St. Albans, Vt.

Grand Trunk.—C. M. Hays has been appointed 2nd Vice-President and General Manager, succeeding G. B. Reeve. Walter Lindley, having resigned his position as Secretary, has been succeeded by the Assistant Secretary, H. H. Norman; H. Dearvarn and Mr. Norman as Assistant Secre-

directors present at each election they should elect from their number a Chairman of the Board, a President and a Vice-President for the ensuing year. The by-law also provides that the board may appoint two or more vice-presidents to be called 2nd vice-president, 3rd vice-president and so on, no one of whom need necessarily be a member of the board of directors. The office of Vice-President has not been filled, and the President, Sir Thos. Shaughnessy, states that it will not be filled.

In April, 1901, D. McNicol, who up to that time had been Assistant General Manager, was appointed Vice-President and General Manager. He has charge of the operation of the road.

On Dec. 9, 1901, the 3rd and 4th vice-presidencies were filled by the appointment of F. G. Ogden, Comptroller of the Co., to be 3rd Vice-President in charge of the financial and accounting department; and by the appointment of G. M. Bosworth, Freight Traffic Manager, to be 4th Vice-President in charge of the traffic department, including both freight and passenger traffic.

In an interview Sir Thos. Shaughnessy said: "We are getting a very large establishment with a great variety of interests, and the idea is to have officers holding the position of Vice-President and heads of departments report to and advise with the President."

The Fredericton branch of the Atlantic division has, since Dec. 1, 1901, been operated under W. K. Thompson, Superintendent at Brownsville Jct., Me., instead of under D. W. Newcombe, Superintendent at Woodstock, N.B., as formerly.

G. E. Graham, who has been appointed Supervisor of Weighing, with office at Montreal, has general supervision of weighing of all car load freight on Co.'s track scales, also weighing all freight in freight sheds. He does not now act as station inspector.

F. J. Macoun, who was recently appointed town ticket agent at Walkerton, Ont., to succeed W. G. Stovel, deceased, decided not to take the position, but to remain as accountant of the Bank of Commerce at Walkerton. T. E. Autwood has therefore been appointed.

T. H. Hay, heretofore Superintendent at North Bay, has been appointed Superintendent of the portion of the Lake Superior division be-

Walter Lindley, having resigned his position as Secretary, has been succeeded by the Assistant Secretary, H. H. Norman; H. Dear succeeding Mr. Norman as Assistant Secretary.

W. H. Bullen has been appointed Pacific Coast Agent with headquarters in the California Bank building, Los Angeles, Cal., succeeding W. F. Botsford, resigned. Mr. Bullen is primarily appointed in connection with freight traffic, and has no special duties in connection with the passenger department.

S. F. Baldwin, Travelling Freight Agent, having resigned to join the service of the Delaware and Hudson Canal Co. at Philadelphia, has been succeeded by F. J. Hemstridge, formerly Contracting Agent of the G.T.R. in Montreal.

R. C. Manson, Assistant Rate Clerk in the general freight department, has been appointed Contracting Freight Agent for Montreal.

C. N. Cumner has been appointed Chief Dispatcher on the main line, Port Huron to Battle Creek, Mich., with office at Battle Creek, vice W. B. Allan, resigned. G. W. Gillespie has been appointed Chief Dispatcher, C.S. & M., Durand to West Bay City, with office at Durand, Mich.

Kingston and Pembroke Ry.—Following is the official list up to date: President, H. M. Folger; Vice-President and General Manager, C. W. Spencer; Secretary-Treasurer, J. Whitebread, who is also acting as Auditor; General Freight and Passenger Agent, F. Conway; General Superintendent, F. A. Folger, Jr.; Chief Engineer, T. W. Nash; Superintendent of Motive Power, F. Clark; Car Accountant, B. H. Campbell; Roadmaster, W. Erwin.

Lake Erie and Detroit River Ry.—T. Marshall, heretofore Assistant General Freight and Passenger Agent, has been appointed General Freight and Passenger Agent, with office at Walkerville, Ont.

O. McKay, heretofore Engineer, has been appointed Chief Engineer, with office at Walkerville, Ont.

Midland Ry. of Nova Scotia. The following are the officers:—President, W. Strachan, Montreal; Vice-President, A. Putnam, Halifax, N.S.; Secretary, A. M. Warden, Montreal; General Manager, H. V. Harris, Truro, N.S.

President on the success of the following appointments have been made:

G. Cassidy, General Freight Agent, has been made Freight Traffic Manager and will have jurisdiction over all the traffic of the Rutland system.

P. Owen, heretofore General Freight Agent of the Rutland Transit Co., has been made Assistant Freight Traffic Manager and will have direct charge of lake and rail traffic.

F. T. Goodman, heretofore of the New York Central Rd. at Troy, has been appointed General Freight Agent, with exclusive control of rail traffic.

Peninsular Ry.—As some changes have recently been made we give the official list up to date as follows:—President, F. Grundy; General Manager and Secretary, D. B. Lindsay; Superintendent and Engineer, G. G. Grundy; Car Accountant, F. J. Bondraas; Foreman Loco. and Car Repairs, W. J. Walsh; Trackmaster, W. E. McEwen. The address of F. Grundy is Sherbrooke, Que., the other officials are at Rivière du Loup, Que.

Watash Ra.—W. P. Sargent, New England Freight Agent, Boston, Mass., has submitted to the supervision of H. R. McClellan, General Eastern Agent at New York, jurisdiction over freight from Quebec, New Brunswick and Nova Scotia. J. J. Mossman, Divisional Freight Agent at Buffalo, N.Y., has jurisdiction over freight from Ontario east of the St. Clair river.

Halifax, N.S., Board of Trade on Dec. 5 passed a resolution favoring the transfer of the management of the Intercolonial Ry. to the C.P.R. Co., providing that such arrangements could be made with that Co. as would, while retaining Government ownership of the road, promote local traffic and lead to the development of Canada in export and import business through the ports of Quebec, St. John, N.B., Halifax and Sydney, N.S. The resolution has been freely discussed in the press, and by boards of trade, but without meeting with much support.

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proper equipment on passenger cars, to keep in close touch with the machinery department on the assignment of engines, and the shopping of passenger equipment. He will have supervision over the telegraph lines along the railway right of way, and the employees maintaining and operating them.

No changes of instruments or telegraph machinery shall be made without his permission. He will confer freely with the commercial telegraph companies to see that their revenues are properly protected. Ordinarily telegraph operators will be employed by the district superintendent, but there will be close conference with the Superintendent of Telegraph, as to their ability and attention to duty. The chief train dispatcher of each district will be the representative of the Superintendent of Telegraph, and will make daily tests and reports of the conditions of circuits and all wire irregularities.

W. J. Richardson, heretofore with the G.T.R., has been appointed Assistant to the Superintendent of Machinery and Rolling Stock, with office at Moncton. He is authorized to request and receive information from all concerned in all matters pertaining to this department. This is a new position.

R. C. Gesner, heretofore Air Brake Inspector, has been appointed Master Mechanic, with office at Stellarton. His jurisdiction is from Oxford Jet. to Sydney, North Sydney and Truro, and includes the two terminals. This is a new position. He reports to the Superintendent of Machinery and Rolling Stock.

W. C. Hunter, heretofore locomotive engineer, has been appointed Air Brake Inspector, with office at Moncton. He reports to the Superintendent of Machinery and Rolling Stock. H. B. Dusstan has been appointed terminal agent at Halifax. His jurisdiction extends from the deep water terminus to Richmond. W. C. Ross is appointed terminal agent at St. John. These are new positions. D. C. McDonald has been appointed freight agent at Halifax, succeeding H. B. Dusstan.

Minneapolis, St. Paul and Sault Ste. Marie Ry. — W. Flanagan has been appointed Store-keeper, vice O. W. Applegate, deceased.

formerly with the West Shore R.R., is reported to have been appointed Assistant Superintendent of the Q.S.R.

The jurisdiction of A. H. Harris, General Traffic Manager of the Q.S.R., has been extended to cover the South Shore Ry.

December Birthdays.

Many happy returns of the day to A. H. Anderson, Cashier, Paymaster, and Purchasing Agent, Quebec Central Ry., at Sherbrooke, Quebec, born at Cookshire, Que., Dec. 19, 1859.

C. H. Bevington, Master of Transportation G.T.R. at London, Ont., born near Bloomington, Ill., Dec. 1, 1862.

D. Brown, First Assistant General Freight Agent, Grand Trunk Ry. at Chicago, born at Glasgow, Scotland, Dec. 21, 1843. P. E. Demers, Trainmaster Central Vermont Ry. at Farmham, Que., born there Dec. 10, 1859. H. P. Dwight, President Great Northwest

Telegraph Co., Toronto, born at Beville, Jefferson Co., N.Y., Dec. 23, 1828. P. Giffins, General Manager Dominion Atlantic Ry. at Kentville, N.S., born at Harpenden, Heris, Eng., Dec. 25, 1850. D. B. Hanna, General Superintendent Canadian Northern Ry. at Winnipeg, Man., born at Thornliebank, Scotland, Dec. 20, 1858. E. P. Hannaford, ex-Chief Engineer G.T.R. at Montreal, born at Stoke Gabriel, Devonshire, Eng., Dec. 12, 1834.

S. P. Howard, Assistant General Freight Agent C.P.R. at Montreal, born there Dec. 30, 1865. R. R. Jamieson, Division Superintendent C.P.R. at Farnham, Que., born at Westover, Ont., Dec. 12, 1856. J. Niblock, Superintendent C.P.R. at Calgary, Alta., born in York County, Ont., Dec. 21, 1849.

A. Price, Superintendent C.P.R. at Toronto, born Dec. 6, 1861. C. Schriber, C.E., Deputy Minister of Railways and Canals, Ottawa, Ont., born at Bradwell, Essex, Eng., Dec. 14, 1831. A. J. H. Stewart, Secretary Gulf Shore Ry. at Bathurst, N.B., born at Dalhousie, N.B., Dec. 3, 1860.

C. E. E. Ussher, General Passenger Agent C.P.R. Lines East of Lake Superior at Montreal, born at Niagara Falls, Ont., Dec. 20, 1857. B. D. Webber, General Agent Canadian Pacific Despatch at Boston, Mass., born at Beverley, Mass., Dec. 3, 1851.

12-1901

THE RAILWAY AND SHIPPING WORLD.

[JUNE, 1903.]

The C.P.R.'s 10 flat-roof fruit express cars which are being built at the Company's or Hochelaga shops, will have the following general dimensions, etc.:—Length inside, 49 ft., 2 in.; length over frame, 50 ft.; width inside, 9 ft.; width over frame 9 ft., 10 in.; height inside, 7 ft., 1½ in.; capacity, 30,000 lbs.; wood frame throughout, no platforms or windows, two 5 ft. doorways on each side, one 2 ft. 2 in. doorway at each end, side and roof ventilators, C.P.R. draw gear with passenger couplers, four-wheeled passenger trucks, 33½ in. steel-tired wheels, 4¼ × 8 in. steel axles, M.C.B. standard, Westinghouse brake and air-signal, straight pipe for steam, 2½ in. brake beams with adjustable heads.

The Inverness and Richmond Ry. and Coal Co. has recently received 2 consolidation locomotives from the Canadian Locomotive Co. Following are the general dimensions:—

Diameter of wheel	3 ft.
Kind of wheel	Cast iron double plate
Diameter and length of journal	5 in. x 9 in.
The Canadian Northern Ry.'s 10-wheel locomotives, of which 25 are being built by the Canadian Locomotive Co., have the following general dimensions:—	
Weight in working order, drivers	107,000 lbs.
" " total	135,000 lbs.
Wheel base of engine, rigid	12 ft. 6 in.
" " total	22 ft. 6 in.
" " and tender	30 ft. 6 in. 6 in.
Length over all, engine and tender	59 ft. 13 in. 6 in.
Width	10 ft. 0 38 in.
Height	14 ft. 34 in.
Heating surface, fire box tubes	355 sq. ft.
" " total	1,530 "
Grate area	1,691 "
Diameter of driving wheels	50 in.
Material of	Cast iron
Diameter and length of driving journals	8 in. dia., 9 in. long
Diameter of cylinders	19 in.
Stroke	24 in.

June 1903

into car building.

The C.P.R.'s twelve 10-wheel passenger locomotives built in Scotland, have been delivered in Montreal, the second lot of six reaching there June 16. The locomotives were shipped in parts, and were put together by mechanics sent over by the Glasgow company, assisted by C.P.R. men. The first six completed were sent to run west of Fort William, and one of them, a few days after it was put on the run, went through a bridge at Scovil, Ont., and with the debris of the bridge lies at the bottom of the lake, which is about 70 ft. deep, with a treacherous bottom.

The C.P.R. received the following news

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Canadian National Railway Construction, Betterments, Etc.

New Brunswick Summer Hotel.—A Campbellton, N.B., press report states that the C.N.R. management is endeavoring to secure land in the vicinity of Black Point, about 30 miles from Campbellton, for the erection of a large summer hotel.

St. Felicien and Peribonka, Que.—A deputation from Lake St. John District, Que., waited on the Minister of Railways at Ottawa recently, and asked that a branch line be built from St. Felicien, on the C.N.R.'s Quebec and Lake St. John Ry. to Peribonka. They were advised to collect all information possible as to the possibilities of traffic, etc., and send it in to the Department. The matter was brought up at a Quebec Board of Trade meeting on March 10, where it was stated that such a line would encircle Lake St. John, passing through a level country, and should not cost more than about \$25,000 a mile. The Board approved the project.

Montreal Terminals.—In connection with a recent press report that work would soon be started on additional terminal facilities at the tunnel station, Dorchester and Lagachetiere Streets, Montreal, and on the provision of hotel accommodation, Sir Henry Thornton is reported to have said:—"The company recognizes that eventually a new terminal will have to be created to handle the railway's business at Montreal, and with that in view property has been acquired from year to year. There are, however, no plans for the immediate construction of the new terminal. The company has no intention whatever of adding to its hotel system at present."

Leaside Storehouse Burned.—The storehouse at the shops at Leaside, Toronto, was totally destroyed by fire, March 16. The estimated loss is placed at about \$50,000 mainly on the contents of the building, which was an old icehouse, of frame and galvanized iron construction, 250 x 45 ft. A number of dead locomotives on nearby sidings were hauled out of danger. Several box cars, which were also on the sidings, caught fire, but were hauled away and the flames extinguished without material damage.

Milton, Ont., Station.—A press report states that a site has been acquired for the erection of an improved station building.

Hamilton Station.—A press report states that the C.N.R. appropriations for this year include an amount for starting improvements at Hamilton, Ont., and that the present station on Stuart St., may be replaced by an up-to-date one.

London Improvements.—A conference is reported to have been held in London, Ont., recently, between the Mayor and City Engineer, and C. G. Bowker, General Manager, and T. T. Irving, Chief Engineer, Central Region, C.N.R., for

Collingwood Grain Elevator.—Several C.N.R. officials and some grain elevator engineers visited Collingwood, Ont., recently, to decide on improvements to be made to the railway's grain elevator there. We are advised officially that consideration was being given to the making of some minor repairs to the structure and the possible construction of an improved marine leg. The improvements, if carried out, will not increase the storage capacity, but will improve the handling capacity, especially in the unloading of ships. The capacity of the present marine leg is 3,500 bush. an hour, and it is reported that the new marine leg will have a capacity of 8,000 bush. an hour.

Port Arthur-Fort William Interlocking plant.—The new interlocking plant between Port Arthur and Fort William, Ont., is reported to have been installed, thus permitting the full use of the double track line between the two cities.

Fort William, Ont., Union Station.—This station, built about 1910, jointly by the Canadian Pacific and Grand Trunk Pacific Rys., is, a press report states, about to pass under the Canadian Pacific's sole control, the Canadian National's interest in it, which was approximately \$125,000, having been taken over by the Canadian Pacific. The Canadian National staff is to be located at the North Vickers St. station, which was built by the Canadian Northern the freight department being moved to a building, transferred from Mission yard, near the freight sheds.

Bird's Hill Siding, Winnipeg.—Negotiations are reported to have been completed for the construction of a siding near the golf club at Bird's Hill, Man., to facilitate the delivery of gravel for road construction.

Assiniboine River Bridge.—We are advised officially that the existing bridge over the Assiniboine River, at mile 18, Tonkin Subdivision, Melville Division, Saskatchewan District, built in 1909, consists of two 80-ft. half through Howe truss spans, with 88 ft. of east approach trestle, and 205 ft. of west approach trestle. It is to be replaced by a 150 ft. through truss span to replace the present spans, the timber trestle approaches being retained. A contract for the steel work has been let to Dominion Bridge Co. The substructure will consist of 2 concrete piers requiring about 750 cu. yd. of material. This will be built by the railway's own forces, who will also erect the new span.

Hudson Bay Ry.—The Minister of Railways, Mr. Graham, stated in the House of Commons recently, in answer to T. W. Bird, Nelson, Man., that 214 miles of this line had been repaired and put in condition for the present service, the total amount expended during 1923 and 1924 being \$413,222.13.

The estimate for the year ending

at which the Manitoba Premier described his trip to Port Nelson over the line. He said that there had been a considerable improvement on the roadbed during the last two years, referred to the increasing mining activity along the line, the power possibilities of the Nelson River, and the pulpwood resources in the territory adjacent to the line. The Manitoba Legislature on March 5 adopted unanimously a resolution urging the Dominion Parliament to take steps for the completion of the line.

Edmonton Station.—A. E. Warren, General Manager, Western Region, advised the Edmonton, Alta., City Council recently, that no money would be provided in this year's estimates for the erection of the new station there.

Vancouver City Line.—The C.N. present entrance to its False Creek terminals, Vancouver, is over the Great Northern Ry. tracks from New Westminster. The Vancouver City Council was advised recently by Sir Hermon Thornton, that it was not proposed present to ask Parliament for funds for the construction of a line from New Westminster to Vancouver.

Muskegon Improvements.—A press report states that plans are under consideration for the erection of a freight warehouse and a locomotive house at Muskegon, Mich.

Branch Lines.

Atlantic Region.—From Lockett station, N.S., on Halifax and Southwestern Ry., to town of Lockport 2 miles, spur for freight, estimated cost \$161,000, construction authorized by Act passed by Dominion Parliament 1924. Burpee Construction Co., which has the general contract, is reported to have let a subcontract to Morrison Devitt, for the grading, retaining construction of the bridge into Lockport. Morrison and Devitt are reported to have further sublet the work as follows:—for 1.5 miles from the bridge end, to Irvine and Clair, Shelburne, N.S., for one mile at the station end to Stewart, and to be working on the middle section themselves. It is reported the grading work will be completed May 1. The construction of the bridge is expected to be started early in April, 1924, pg. 403 and March, pg. 1.

From Kingsclear, N.B., on St. John and Quebec Ry., generally southwest to the St. Croix River, opposite Vassalboro, Me., estimated mileage, including existing grading, 41; estimated cost \$123,000, construction authorized by House of Commons bill 26, as amended by the Senate in 1924. A delegation of the Maritime Provinces was in Ottawa at the end of February, to make a number of demands, the New Brunswick section, headed by Premier Veniot, urging the immediate construction of a branch, and the construction of a bridge over the river to give connection

Ry. will be connected at an early date, and
the service placed in operation. (May, pg.
50.)

Morrissey, Fernie and Michel Ry. Co.
C. A. Holland, G. H. Barnard and B. G.
Howard, of Victoria, B.C., are applying at
the current session of the B.C. Legislature
for the incorporation of a company with this
title to construct a railway from Fernie, via
the Elk river valley to Morrissey creek, thence
to Lodgepole creek and Flathead river to the
international boundary; and from Fernie to
8 miles north of Michel creek. (Jan., pg. 21.)

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