

Personal Mention.

General Traffic Manager Reeve, of the G.T.R., has had a severe attack of la grippe.

F. S. Forrest has been appointed Assistant Superintendent of the Spokane Falls & Northern system.

Land Commissioner Hamilton, of the C. P. R., & Mrs. Hamilton, have gone to Europe for an extended trip.

Vice-President Shaughnessy, of the C.P.R., left Feb. 6, on a trip to Europe, expecting to be absent about a month.

C. W. Graves has been appointed District Freight & Passenger Agent of the Great Northern Ry. (U.S.A.) at Toronto.

R. L. Middleton, of Brantford Railway fame, has been put in the dungeon at Kingston Penitentiary for mutinous conduct.

A. Onderdonk, the well-known railway contractor, who resides at Hamilton, Ont., is seriously ill at the Manhattan Club, New York.

During Lady Laurier's recent visit to Montreal luncheons were given in her honor by Lady Van Horne, Mrs. Jas. Ross & Mrs. D. D. Mann.

Miss May Belle, youngest daughter of President J. R. Booth, of the Canada Atlantic, died Jan. 23, aged 23, of lung trouble, after several years illness.

J. M. Hannaford, General Traffic Manager of the Northern Pacific, has been appointed 3rd Vice-President, & will continue in charge of traffic as heretofore.

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

E. T. Galt, President of the Alberta Ry. & Coal Co. at Lethbridge, is staying with his mother, Lady Galt, in Montreal. He has been in poor health for some time past.

Lord Mount Stephen is seeking to rent the London residence of Lord Curzon, Viceroy of India, No. 1 Carlton House Terrace, which his father-in-law, Mr. Leiter, recently presented him.

The widow of G.T.R. Fireman Cleary, who was killed in the Murray Hill disaster, has settled her suit against the Co. for \$6,000, & costs amounting to \$400. The suit was for \$10,000.

W. Keating, formerly Toronto City Ticket Agent for the G.T.R., has been appointed Freight & Passenger Agent for the Canadian Steamship Co., the Paspebiac-Milford Haven line, with headquarters at Toronto.

The old rumor that Sir Wm. Van Horne would shortly resign the presidency of the C.P.R. was current in Montreal recently. When Sir William was asked about it he smiled & said, "There is nothing in it."

Dr. H. A. Beatty, son of H. Beatty, formerly of the C.P.R. Steamship Department, a graduate of the Toronto School of Medicine, has successfully passed the examinations for the M.R.C.S. & L.R.C.P. degrees in England.

The names of H. G. McMicken, European Agent of the Great Northern Ry., & Miss McMicken, appear among the list of guests at a Cinderella dance given by the Colonial Club at the Hotel Cecil, London, Eng., recently.

C. S. Cunningham, G.T.R. Trainmaster at Portland, Me., while on a visit recently to London, Ont., where he was stationed until lately, was presented by his former associates with an address & a Knight Templar & Shriner emblem, & with a silver service of 6 pieces for Mrs. Cunningham.

Robt. Johnston, who died in Toronto Jan. 30, aged 70, entered the G.T.R. service in 1857, & ran a train between Toronto & Strat-

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 heretofore 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. Searle, 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 Nashwaak," is one of the largest commercial operators in Canada. He was born in St. Andrew's N. B., in 1819, a poor boy, & now he owns hundreds of square miles of valuable timber lands in the Nashwaak, & 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 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 la grippe.

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 Ogdensburg, N. Y., stated that E. J. Chamberlin, General Manager of the Canada Atlantic, would be appointed General Manager of the Rutland & Ogdensburg & Lake Champlain Rys. 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 des-

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. Chamberlain'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 brilliantly clever young men educated by the North British Ry. over 30 years ago, when it was not the system of 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, D. 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 system of Canada, which links New England & 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 in some degree the cause of a friendly reciprocity between Canada & the U.S. He 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 £150,000, & it is divided into 100,000 6% 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 Bedlington & 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.