

THE FAIRFIELD SHIPBUILDING AND ENGINEERING CO., LTD.

(Govan, Near Glasgow.)

Towards the close of the year 1834, Mr. C. Randolph and Mr. R. S. Cumlin, two skilled workmen, inaugurated, under the title of Randolph & Co., a small millwrights' business, with works situated in Tradeston, then on the outskirts of Glasgow. Three years later the firm was joined by Mr. John Elliot, and the title was changed to Randolph, Elliot & Co., but in 1841 Mr. Elliot retired from the business. The small concern gradually expanded, branches being formed pari passu with the developments of the sciences of engineering and marine construction, until these now are the large works owned by the Fairfield Shipbuilding and Engineering Company, Limited. The expansion has been steady, and was the result of the well-directed efforts of a succession of chiefs whose scientific achievements give them place in the record of the great industrial progress of the Victorian era.

The Transatlantic service has always been regarded as indicating the progress and the relative positions of the shipbuilders of the kingdom. In this contest for supremacy the Company has taken a prominent part; from the building of the Guion Line, Arizona early in 1879, Fairfield has never been for any length of time without the blue ribbon of the Atlantic. In 1879 the Arizona had for competitors the Gallia, the City of Berlin (then the largest passenger steamer afloat), the Britannic, and the Germanic. In 1880 the Arizona held the Atlantic record. The rivalry between the steamship companies increased with each succeeding year, and no sooner had the best performance of a steamer been excelled than her owners sought the skill of naval constructors to produce a vessel to again surpass everything afloat. Thus the Cunard Company ordered the Servia from Messrs. Thomson of Clydebank, the Guion Line commissioned Fairfield to construct the Alaska, and the City of Rome was built at Barrow. Subsequently the Anania was built at Clydebank, the Oregon at Fairfield, and later still, the America at Clydebank. The advent of the Umbria and Etruria from the Fairfield Yard in 1884, resulted in a material reduction in the record. For thirteen years these famous Cunarders have never been off the Atlantic, crossing at speeds varying from 19 to 19½ knots, and taking a little over 6 days from shore to shore. Although the records of these steamers have now been beaten, Fairfield, with the world-famous Campania and Lucania, of the Cunard Line, is still the holder of the blue ribbon of the Atlantic.

For the British Admiralty Fairfield has constructed a large number of vessels of various classes.

Vessel owners and others interested should write this representative shipbuilding company for a copy of their handsomely illustrated treatise on their works, etc., which also includes a table giving a statistical record of the work at present on hand, and also the work done during the last twenty-eight years.

D. MORGAN.

This firm, established as far back as 1812, is not only one of the oldest houses in Quebec but one of the most prominent from a progressive point of view. The founder, who was the grandfather of the present head of the business, had rare foresight in establishing what has been handed down to the present owner. The late Mr. David Morgan, the immediate predecessor, was instrumental in bringing the business to its present flourishing state, and the principles of his commercial enterprise were brought to a larger success by his son, the late Henry David Morgan. To-day the same are being carried out by the present head, Mr. Alfred R. Morgan, one of Quebec's most enterprising merchants, who is the sole owner of the establishment. The business premises of D. Morgan are situated on historic ground, certainly the most historic if one considers the many important incidents connected with it. Although remodelled to meet the requirements of increasing trade, the upper storeys preserve much of the memorable past, a past dating back to a time when it was occupied by the famous Baron's Club, afterwards used as the Union and St. George's Hotels and as Government offices. It was under its roof that the declaration of war was signed with the United States in 1812.

The principal lines for which this important business house is noted are: High-class tailoring, the importations from leading European houses being noteworthy; gentlemen's furnishings, finest leather goods from celebrated makers in a word, all that concerns the up-to-date tourist's outfitting establishment.

HENRY O'SULLIVAN.

Mr. Henry O'Sullivan was born at St. Catharines, Co. Portneuf, 1st Sept., 1845, and educated by his father, Owen O'Sullivan, of the Co. Tipperary, his mother being Marie Plamondon, a daughter of Ignace Plamondon, land surveyor, Arpenteur Royale. Mr. O'Sullivan began his career with Messrs. Guerin & Slatery on the Quebec & Saguenay Rys., in 1862, and studied land surveying, and civil engineering with his brother John, of Valleyfield. In 1870, with a plough that he made himself, he turned the first sod of the Quebec and Gaspé Rys. in the presence of Sir Henri Joly and Messrs. Beaudet & Guerin. Indeed, since then Mr. O'Sullivan has been engaged in numerous explorations throughout Canada, both for the Government and Railway Corporations, establishing astronomical points, etc.

Mr. O'Sullivan married in 1874 Claire La Oumcke, daughter of the late F. X. Picard, Grand Chief of the Huron Indians of Lorette.

He is a member of Royal Geographical Society of London, and a member of the National Geographical Society of Washington, D.C.

Both Mr. O'Sullivan and his son Patrick are now engaged on a topographical survey of north western Quebec.

FRED H. BENDER.

Mr. Fred H. Bender, the well-known fur expert and judge began his business career with Messrs. Renfrew & Company, on 5th April, 1879, and saw the establishment, now known as Holt, Renfrew & Co. grow to its present importance. Ten years later he took charge of the manufactory, and afterwards assumed control of the show-rooms, where he gained much favor with customers, including Lord and Lady Minto, whom it was his privilege to see in Ottawa for important orders, and in 1901 he was sent to the Capital to be honoured with orders for the firm from the Duke and Duchess of York, now the Prince and Princess of Wales.

He severed his connection with Messrs. Holt, Renfrew & Co., on the anniversary of his birth, April 5th, 1907, to accept a more lucrative position as general manager with an important firm in Ontario. It was during a vacation in the Ancient Capital that Mr. Bender was approached by many of his friends, who, recognizing his worth, urged him to remain and open up business on his own account.

Considering the recent origin of his business, the strides made have been remarkable, some thirty hands (including expert Russian workmen) being employed in the manufactory, where six sufficed 20th July last, the date of opening.

The stock is certainly up-to-date and comprises the costliest of skins, such as silver and black fox, Hudson Bay sable, raw and dressed Labrador mink and other, Russian sables, Siberian lynx and ermine. Other specialties are tiger, Central China, tartar, Manchurian, Polar bear, and various smaller rugs. Also stuffed, tiger, leopard, buffalo and other heads.

It is worthy of note that Mr. Bender's patrons include the elite of Quebec and other Canadian cities, and it is only reasonable to expect a large increase in patronage since Mr. Bender, by his courtesy, accurate knowledge of furs, and willingness to oblige, has always been popular, and these qualities are the key-note of his present progress and the assurance of future prosperity.

F. S. STOCKING.

Mr. F. S. Stocking, the City Passenger and Ticket Agent of the Quebec Central Railway, is a thorough Quebecer. After completing his Academic course in one of Quebec's chief educational institutions, he entered the service of the Quebec Central Railway in 1893, and later on, in 1900, succeeded his father, the late Mr. R. M. Stocking, in the position he now occupies. Mr. Stocking is also Vice-Consul for the United States, a member of the Garrison Club, and is connected with all the various athletic clubs.

As an excellent example of the younger generation in Quebec's commercial progress, Mr. Stocking is unquestionably in the front rank.