

A. W. Barber, recently appointed Superintendent of the Ontario Division of the C.P.R. Co.'s Telegraphs, was born in Toronto 45 years ago, & has been in telegraph work all his life. He was with the Montreal Telegraph Co. as a boy, then with the Dominion, & later was Manager of the Canadian Mutual Telegraph Co. Fourteen years ago, on the organization of the C.P.R. Co.'s Telegraphs, he entered its service.

Sir Geo. Kirkpatrick, who died at Toronto Dec. 13, was a director of the C.P.R. Co. & President of the Dominion Express Co. The body was taken from Toronto to Kingston, Ont., by a special C.P.R. train & was buried at Catarqui Cemetery. Among the pallbearers were Sir Wm. Van Horne, T. G. Shaughnessy, E. B. Osler & W. D. Matthews, of the C.P.R. directorate; J. Cassells, Secretary of the Dominion Express Co., & Nicol Kingmill.

W. J. Camp, recently appointed Superintendent of the Eastern Division of the C.P.R. Co.'s Telegraphs, was born in 1855, commencing his telegraph career with the Dominion Telegraph Co. in 1874, under C. R. Hosmer. He held various positions in the telegraph companies in Canada & the U.S. until 1886, when he entered the employ of the C.P.R. Co.'s Telegraphs as electrician, which position he held up to the time of his present appointment.

Jas. Kent, recently appointed Manager of the C.P.R. Co.'s Telegraphs, was born in Montreal, Jan. 15, 1854. He entered the service of the Montreal Telegraph Co. as messenger shortly after leaving school in 1868. He was promoted to the operating room as check boy, & after a short time became an operator. After working as such for five years, he was appointed night chief, & subsequently day chief for the same Company, which position he held until 1886, when he resigned to accept the position of chief operator of the C.P.R. Co.'s telegraphs at Montreal, which opened for business that year. In 1890 he was promoted to the superintendency of the eastern division of the system, & held this position up to the time of his present appointment.

James Guthrie Scott, whose portrait appears on pg. 345, of this issue, is the son of the late Hugh Erskine Scott, of Quebec, Manager of the Montreal & Quebec steamers. The ancestors of his mother, nee Margaret Chillas, who were of Scotch & Acadian stock, went to Quebec in 1759. He was born in Quebec City, Feb. 13, 1847, was educated at the High School there, & commenced his business life in the lumber trade, being con-

nected with the Montmorency & Three Rivers mills for a number of years. He entered railway service in 1875 as Secretary of the Quebec & Lake St. John Ry., of which he is now Secretary & Manager. In 1893 he became also Secretary & Manager of the Great Northern Ry. of Canada. He is a member of the Church of England, & politically is neutral. In 1863 he married Sophy Mary, daughter of the late Alfred Jackson, M.D. She died in 1892.

Hugh McLennan, President of the Montreal Transportation Co., died suddenly Nov. 21. He was born in Glengarry, Ont., in 1825, & received his education there. In 1842 he went to Montreal & entered the service of the line of steamers plying between Montreal & Kingston as purser. In 1850 he became wharfinger & freight agent for the company in Kingston, & in 1851 he removed to Montreal in the same capacity. In 1853 he & his brother John founded the firm of J. & H. McLennan, which carried on a grain & transportation business until John retired in 1867. The business was then enlarged, under the title of the Montreal Transportation Co., & Hugh McLennan was made its President, a position he held until his demise. He was also very largely engaged in the grain trade, & was one of the heaviest shippers from Montreal. He was at one time President of the Intercolonial Coal Co. & the Black Diamond Steamship Co., & was for some time the Board of Trade's representative on the Harbor Commission, besides holding other important offices.

Chicago & Grand Trunk Ry.—It was recently announced that the time for depositing the Co.'s 2nd mortgage 5% bonds with Glyn, Mills, Currie & Co., London, Eng., on behalf of the trustees, had been extended from Dec. 1 to 15.

Grand Trunk Betterments.—In addition to the work enumerated on pg. 348, a great many bridges have also been built, the number from Montreal to Island Pond being 35, with a total measurement of 2,966 ft., all of steel & masonry, & capable of carrying the very heaviest traffic that can possibly pass over the road. Between Montreal & Brockville, 1,071 ft. of bridging has been done, 206 ft. being double tracks at Ste. Anne, with 71 ft. at Suspension Bridge, N.Y. Masonry is also being completed for steel bridges at Ste. Anne, 1,330 ft.; Vaudreuil, 1,380 ft.; Isle Perrot, 142 ft.; and the Trent River at Trenton, 438 ft., making a total of 3,290 ft., all of which will be in position early in the new year. The G.T. has employed from 350 to 500 men in track laying during the last 3 months, & the force was

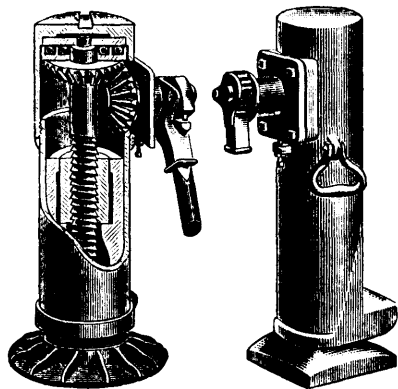
largely increased after the strike, to make up for the 5 weeks that had been lost. There have been from 4,000 to 4,500 men at work on maintenance of way, the line comprising 4,180 miles, 450 of which is double track.

Fire Fighting by Railway Employees.—The Ontario Deputy Commissioner of Crown Lands, as referee appointed by the High Court to decide a claim by O'Neil & Ferguson, railway contractors, against the St. Anthony Lumber Co., has handed out his decision. The contractors were constructing a section of the Ottawa, Arnprior & Parry Sound Ry. when a fire broke out in the St. Anthony Co.'s limits near Whitney. At the request of the Ontario bush rangers the railway men fought the fire, about 200 men being engaged on & off for a week. The contractors asked the St. Anthony Co. to pay the actual wages of the men for the time so employed. The request was refused, on the ground that the railway construction contributed to the fire, & that the bush rangers were not agents for the Co. There was a great bulk of evidence, & judgment was given against the St. Anthony Co. for \$653. Mr. White found that the rangers have power to call for assistance in the event of fire at the expense of the lessees. If his finding is sustained by the High Court, the decision will form a most important precedent.

Manitoba & Northwestern Ry.—The selection of M. & N.W.R. lands, made jointly by the Manitoba Government & the Co., under an act passed last session of the legislature, has been completed. The arrangement was that the Co. should transfer to the Government 542,000 acres of its land in settlement of claims against it. This has been selected—213,000 acres in Manitoba & the balance in the Territories. The inspectors who made the selection state that they found extensive tracts of the very finest agricultural lands northwest of Yorkton, & that Manitoba will have a valuable asset in the lands.

The M. & N.W.R. Co. gives notice of application to the Dominion Parliament for an act authorizing it to complete within 7 years from the passing of the act an extension of the main line from Yorkton to Prince Albert, an extension of the Shell River branch from Russell to the northern or western boundary of Manitoba, a branch from the main line between Portage la Prairie & Arden running northerly eastward of the Riding Mountains to the northern or western boundary of Manitoba, & a branch from the main line between Westbourne & Beautiful Plains northwesterly in the direction of Lake Dauphin or Duck Mountains.

....The Largest



**exclusive manufacturer
of Jacks in the world**

offers you half a hundred styles of the
most perfect Jacks ever produced.

**Norton's Ball-
Bearing Jacks**

are Standard wherever Jacks are used.

Our catalogue tells why.

A. O. Norton, Coaticook, P. Q., Canada.

Uniforms.....

Uniform Caps

Uniform Buttons

Uniform Laces

Metal and Embroidered Badges,

and all necessities for uniformed employes
of Railways, Steamboats, &c., &c.,

Handcuffs, Billets, Whistles, &c.

ESTIMATES FURNISHED.

John Martin, Sons & Co.

Merchant Tailors

and

General Outfitters,

455 St. Paul St., Montreal, Que.