

H. S. Folger, of Kingston, Ont., has purchased the fast yacht Viator, owned by B. L. Taylor, Watertown, N.Y. She is 42 feet long, with 36 h.p., and electric gasoline engine.

S. J. Trites, formerly I.C.R. train dispatcher at Campbellton, N.B., who was transferred to Riviere du Loup, has resigned, owing to illness, and gone to his home at Berry Mills.

D. H. Williams, of North Bay, Ont., eldest son of T. Williams, Superintendent of the C.P.R. at Farnham, Que., was married at London, Ont., June 24, to Miss M. M. McVean.

Miss L. S. Dickson, youngest daughter of M. C. Dickson, ex-District Passenger Agent of the G.T.R. at Toronto, was married there June 18 to Capt. J. N. Carter, of Picton, Ont.

Mrs. Archer Baker, wife of the European Traffic Manager of the C.P.R., was presented by Mrs. Needham, at the Court held by the King and Queen at Buckingham Palace on June 5.

W. S. Skeats, at one time agent of the Blue Line in Toronto, has been appointed Division Freight Agent of the Boston and Albany Rd., with office at South Station, Boston, Mass.

Duncan S. Macintyre, railway specialties and supplies, Montreal, reports having made some large sales for the Railroad Supply Co., Chicago, and the National Machine Co., Tiffin, Ohio.

Robert Hill, for two months manager of the Woodstock, Thames Valley and Ingersoll Electric Ry., is reported to have entered the service of the International Traction Co. at Sault Ste. Marie.

H. J. Somerset, formerly Superintendent of the Winnipeg Electric St. Ry., and now Manager of the Perth and Kalgoorlie (Australia) branch of the Tramway Syndicate Co., Ltd., of London, Eng., is visiting England.

J. C. Young, who for 25 years was connected with the engineers' corps of the old Great Western and the Grand Trunk railways, died in Detroit, Mich., June 23. He lived in Hamilton, Ont., from 1832 to 1873.

H. W. Scooners, a well-known steamship captain on Lake Winnipeg, Wabigoonlake, and other inland waters, and for several years examiner of masters and mates for inland certificates, died at Port Arthur, Ont., recently.

G. Tombs, General Freight and Passenger Agent of the Great Northern Ry. of Canada, was married in Montreal, June 18, to Miss Ethel Cree. General Manager Scott, on behalf of the officials and staff, presented Mr. Tombs with a cabinet of silver.

F. E. Ward, General Superintendent of the Great Northern Ry., U.S.A., was married at Winnipeg recently to Miss Christine Lawrence. Mr. Ward, who was born in 1867, and was educated in Montreal, commenced his railway career with the G.T.R., in its mechanical department, at Montreal, in 1881.

W. R. Baker, Assistant to the Second Vice-President of the C.P.R., returned to Montreal June 14 from an official trip on the Ontario division, and had to be taken to the Royal Victoria hospital that evening, where he was operated on for appendicitis. The operation was entirely successful, and he is reported to be making a good recovery.

W. K. Hallet, who has been appointed Assistant Superintendent of the Bangor and Aroostook Rd., with headquarters at Bangor, Me., is a native of St. Mary's, N.B. He was station agent at Cross Creek, on the Canada Eastern Ry., for a time, resigning about six years ago to enter the service of the Bangor and Aroostook Ry. as an operator.

F. G. Walsh, manager of the Bell Telephone Co., Winnipeg, has returned home after a six months' leave of absence granted on account of ill-health. While in Vancouver, on his way back from California, he had a narrow escape

from a serious injury while out driving in company with T. W. Goulding, manager of the Western Union Telegraph Co. in that city.

G. H. Dodge, who has been appointed Assistant Treasurer and Superintendent of the Levis County Ry., was born at Billerica, Mass., May 14, 1875, and after being engaged with private engineering firms was, in 1899, placed in charge of construction of the Lowell and Boston Street Ry., and, on the completion of the line, was appointed Engineer and Superintendent.

The Dominion Government, through the Minister of Marine, has made the following presentations to the officers and crew of the C.P.R. str. Athabasca for distinguished bravery in saving the crew of a U.S. steamer during a storm in Lake Superior June 29, 1901: piece of silver plate to Capt. McDougall, binocular glass to the chief officer, gold medal to the chief engineer, and silver medals to the crew.

Wilfrid C. Schrieber, who died at Marthaville, Ont., June 4, began his railway career as inspector of ties for the old Northern and North Western Ry., with office at Allandale, and later on became General Purchasing Agent for the line at Toronto. On the absorption of the N. and N.W.R. by the G.T.R. he was made store inspector and afterwards storekeeper at London, continuing in the Co.'s service until about six years ago. He was a brother of Collingwood Schrieber, Deputy Minister of Railways.

R. H. Bell, who has been appointed Traveling Freight and Passenger Agent of the Canadian Northern Ry. at Montreal, was born at Toronto, Jan. 13, 1865, and entered railway service Aug. 1, 1879, as junior clerk with the old Great Western Ry. Co., and remained with the G.T.R. when the G.W.R. was amalgamated with it in 1882. After acting as chief billing clerk, he was appointed Contracting Freight Agent in Toronto, and transferred to the office of the Divisional Freight Agent, Toronto, remaining there till his present appointment in April.

G. U. G. Holman, President and General Manager Levis County Ry., was born at Talca, Chili, July 21, 1866, and was educated at Boston, Mass. He entered the service of the General Electric Co. in 1889, and in 1899 became railway engineer for the Mather Electric Co. After being connected with a light, heat and power company in Philadelphia, he was, in 1899, associated with the formation of the Great Seaboard Air Line, and in 1901 went to Quebec as General Manager of the Canadian Electric Light Co. He is the author of a manual on "Modern Switchboard Engineering."

Arthur Cox, for many years Treasurer and Superintendent of Supplies of the G.N.W. Telegraph Co., has decided to retire from his dual position early in the autumn. Mr. Cox, who is an A.R.C.A., will spend the winter pursuing his art studies in England and France. The Toronto Globe says: "His long connection with the G.N.W. Telegraph Co. in the highly responsible positions which he has filled have brought him in contact with the leading business men of this city and the country at large, and in addition he has formed a wide circle of valued social and personal friendships. These it will be hard to break up, and all who have the pleasure of his acquaintance in a business or social way will regret that he contemplates removing from Canada, but will rejoice that he is about to take life easier, and to engage in pursuits congenial to his tastes and early training."

E. H. McHenry, who has been appointed Chief Engineer of the C.P.R., was born at Cincinnati, Ohio, June 25, 1859; and entered railway service 1883 as rodman on the Black Hills branch, Northern Pacific Rd., acting successively as rodman, chainman, drafts-

man, leveler, transitman, assistant engineer, division engineer, principal assistant engineer, and Nov., 1893, to Jan., 1896, chief engineer; Oct., 1895, to Oct., 1896, also receiver same road; Sept. 1, 1896, to Oct., 1901, chief engineer, re-organized road, Northern Pacific Ry., in charge of location and construction of all lines of system in Wisconsin, Minnesota, Dakota, Montana, Idaho, Washington, and Oregon under construction department, and all engineering on operated lines under engineering department. Mr. McHenry also had charge of the N.P. Ry. Co.'s lines in Manitoba until they were transferred to the Manitoba Government.

Guy C. Dunn, whose portrait appears on the first page of this issue, was born at Quebec, May 13, 1862, and entered railway service in Oct., 1881, joining the engineering staff of the C.P.R., and remained with that Co. and the Atlantic and Northwest Ry. for about three years, being engaged in construction and surveys, including the surveys for the St. Lawrence bridge. Subsequently he was on the engineering staff of the Pontiac Pacific Jct. Ry., the Ottawa and Gatineau Valley Ry., and the Montreal and Western and Chateauguay Ry., being appointed Assistant Chief Engineer to the P.P.J. Ry., and the O. and G.V. Ry. in 1895, and Chief Engineer in 1897. He was also Chief Engineer in charge of construction of the Interprovincial bridge at Ottawa. On the passing of these lines under the control of the C.P.R., May 1, he resigned his position to act as engineer in charge of construction of the extension of the O.N. and W. Ry. from Gracefield to Maniwaki. He was elected as associate member of the Canadian Society of Civil Engineers June 25, 1887, and a full member Dec. 9, 1897.

The B.C. Legislature at its recent session threw out a bill to amend the Railway Assessment Act by compelling railway companies to provide free transportation within the Province to members of the Legislature during the continuance of the Legislature, and for three months after dissolution; the judges of the supreme and county courts, and to the Surveyor of Taxes, the Inspector of Revenue, and the assessor of taxes, not only on their railways, but also on their steamships.

No steel rails have been delivered by the Algoma Steel Co. of Sault Ste. Marie to the I.C.R. under the contract entered into in 1900, and approved of by Parliament in 1901, but delivery will soon commence as the rail mill was put in operation early in May. F. H. Clergue reports that the Co. has sold all the rails that can be made to the end of the year to Canadian companies, and that arrangements are being made to increase the plant.

A number of actions were recently initiated in British Columbia against steam and electric railway companies for violation of sections of the Railway Act by neglecting to supply the Government with returns of traffic, etc., by certain dates. At the recent session of the Dominion Parliament an act was passed relieving the companies from the penalties incurred, the violation of the law being a technical one only.

I. G. Ogden, 3rd Vice-President of the C.P.R., replying to a deputation of Montreal Aldermen, recently stated that it was impossible to abandon the present monthly system of paying wages in favor of a fortnightly system. There were 29,000 employees to be paid, and the monthly pay involved about \$1,500,000.

The G.T.R. Literary and Scientific Institute at Point St. Charles has decided to amalgamate with the Railway Y.M.C.A. at that place, and the joint society will erect a building at a cost of \$30,000.