

years, and that she would be paid \$10,000 and expenses. We are advised that there is nothing in the report.

H. H. Adams, who has been appointed Superintendent of the Canadian division of the Michigan Central Rd., with office at St. Thomas, Ont., was born at Detroit, Mich., Aug. 13, 1876, and entered railway service July, 1899, as draughtsman on the M.C.R. After serving in various capacities in the engineering department he was appointed Assistant Chief Engineer Mar., 1902; secretary to the General Superintendent Nov., 1902, and Assistant Superintendent of the Canadian division Jan. 1, 1903.

H. H. Gildersleeve, who has been appointed Manager of the Northern Navigation Co. of Ontario, was born at Kingston, Ont., Dec. 15, 1865, and after spending six years in the Bank of Montreal, went into his father's office in 1890. He served as purser on one of the steamers of the line, as bookkeeper and auditor in the office of the Company, and as Freight and Passenger Agent to 1894, when he was appointed General Manager. Entire service with the Lake Ontario and Bay of Quinte Steamboat Co.

H. H. Vaughan, who has been appointed Superintendent of Motive Power on the C.P.R. lines east of Port Arthur, Ont., is a native of England and was educated at King's College, London, Eng., and served an apprenticeship with Naysmith, Wilson & Co., Particraft, Lancashire, coming to the U.S. in 1891. He worked for various companies as machinist, draughtsman and assistant engineer of tests and mechanical engineer, including the Great Northern Ry., the Philadelphia and Reading Rd., and the Queen and Crescent Route, and after a period of service with a supply house, until Mar. 1, 1902, was appointed Assistant Superintendent of Motive Power, Lake Shore and Michigan Southern Rd., which position he resigned to come to Montreal.

F. P. Brady, who has been appointed General Superintendent C.P.R. Lake Superior division at North Bay, Ont., was born at Haverhill, N.H., June 22, 1853, and entered railway service 1869, as station baggage master Passumpsic Ry., since which he has been consecutively: 1873 to 1880 train dispatcher Northern Rd., at Concord, N.H.; 1880 to 1888, Chief Train Dispatcher Southeastern Ry., at Richmond, Vt.; 1888 to 1889, Trainmaster C.P.R.; 1889 to 1898, Assistant Superintendent same road, 1898 to May, 1901, Superintendent same road at Smith's Falls, Ont.; May, 1901, to Sept., 1902, Superintendent districts 10 and 11 same road at Toronto; Sept., 1902, to May, 1903, Superintendent district 19 same road at Fort William, Ont.; June 1, 1903, to Feb., 1904, Assistant General Superintendent, Central division, Winnipeg, Man.

C. H. Nicholson, who has been appointed Traffic Manager Northern Navigation Co., was born at Belleville, Ont., and was educated there, at Queen's University, Kingston, Ont., and at the University of Maryland, Baltimore. He entered transportation service with the Richelieu and Ontario Navigation Co., and subsequently became purser on one of the steamers operated by C. F. Gildersleeve, on the Bay of Quinte and River St. Lawrence. He remained as purser for three years, and became captain, having charge successively of the Hero, Hastings, Norseman and North King. When C. F. Gildersleeve organized the Lake Ontario and Bay of Quinte Steamboat Co., he became General Freight Agent, and until 1903 represented the Co.'s interests in the U.S., with headquarters at Rochester, N.Y. During the season of 1903 he was Manager of Transportation Muskoka Lakes Navigation and Hotel Co. at Gravenhurst.

A. D. Cartwright, who has been appointed Secretary to the Board of Railway Commis-

sioners for Canada, and whose portrait appears on pg. 89 of this issue, is a son of Sir Richard Cartwright. He was born at Kingston, Ont., Sept. 20, 1864, and was educated at Gore's Landing, Ont., and Queen's College, Kingston, graduating in 1885. He studied law as a student with Mulock, Tilt, Miller and Crowther, of Toronto, being articled to the present Postmaster-General, and was called to the bar in 1888. He practised in Toronto with the late Walter Macdonald as Macdonald and Cartwright, the firm name being subsequently changed to Macdonald, Cartwright and Garvey. He joined the 47th Batt. Frontenac Rangers in 1883, and in Sept., 1896, was transferred to the 10th Royal Grenadiers, Toronto, and holds the rank of Captain and Paymaster. He was Secretary of the Ontario Rifle Association from 1894 to 1900, and represented Canada at Wimbledon and Bisley, Eng., on several occasions between 1887 and 1899.

J. W. Higgins, who has been appointed Assistant Superintendent G.T.R. at London, Ont., was born at Newport, R.I., Oct. 12, 1846, and entered railway service Oct., 1879, serving until April, 1890, as messenger, sectionman, switchman, telegraph, freight brakeman, baggageman, freight conductor and chief clerk to Superintendent on the Chicago division, Illinois Central Rd., since which his record has been: April, 1890, to Dec., 1891, trainmaster same road at Cairo, Ill.; Dec., 1891, to Feb., 1892, chief clerk to General Superintendent same road at Chicago; Feb., 1892, to June, 1892, Assistant Superintendent Louisiana division same road at McComb City, Miss.; June, 1892, to April, 1893, Superintendent Louisiana division and Superintendent of Terminals same road at New Orleans, La.; April, 1893, to April, 1896, Superintendent of Terminals same road, Chicago, Ill.; April, 1896, to April, 1899, Superintendent same road at La Salle, Ill.; April, 1899, to June, 1901, Superintendent of Transportation same road; June, 1901, to June, 1903, General Superintendent of Transportation Illinois Central and Yazoo & Mississippi Valley Rys. at Chicago; June, 1903, to Feb., 1904, Assistant Superintendent G.T.R., at Island Pond, Vt.

Board of Railway Commissioners

The Board held its first sitting at Ottawa Feb. 6, when there was a large attendance of railway officials and members of the bar who have been practising before the Railway Committee of the Privy Council. Capt. R. Cartwright, Secretary, was not present, and C. Schriber, Deputy Minister of Railways, acted as Secretary.

Hon. A. G. Blair, Chief Commissioner, in the course of some opening remarks, said: "It is now something over seven months since I presided at a meeting of the Railway Committee of the Privy Council, and during that period the committee has passed away. This Board has succeeded to its powers and duties, but with these powers and duties greatly extended and enlarged. There are many who had personal knowledge of the quality of the work performed by that committee, who viewed its dissolution with regret. I could not and did not, however, fail to realize that the time at the disposal of overworked Ministers of the Crown; the increase in the volume and importance of the business to be transacted; the public demand for an enlargement of the jurisdiction of the Railway Committee of the Privy Council, and the imperative need of a speedier disposal of the business that came before it, all conspired to render necessary the creation of an independent and permanent tribunal. If I may be permitted a personal reference, I should like to say that, as the Minister charged with the preparation and carriage through Parliament of the act under which this Board is constituted, I had not until months after I had ceased to be a member of the Cabinet, the

slightest thought of being appointed to the position I am now occupying. I realize, I believe, in full measure, the grave, weighty and responsible character of the duties which my colleagues and myself are for the first time publicly entering upon to-day. Having had much to do with the framing of the law which we are to execute and administer, I can speak with perhaps a fuller knowledge than others of the aims and purposes of that legislation, and of the magnitude of the task we are undertaking to perform. The powers and the jurisdiction conferred upon this Board are comprehensive in their scope, far-reaching in their effects, and they will touch at a vital point the already immense and constantly increasing business interests of the country on the one hand, and the great and always growing railway interests on the other. It was not in the contemplation either of the framers of the bill or of Parliament, in enacting it, that it should be so administered as to jeopardize or impair the just and proper interests of either the railways or the public. We, who have cast upon us the grave responsibility of interpreting and executing this law, cannot enter upon experiments without the utmost caution, lest what we may do should prejudicially affect either general business or the proper railway interests of the country. In our judgment these interests, rightly understood and properly regulated, are not hostile or adverse, but in the largest sense complementary to one another, helpful and concurrent. In so far as we are endowed with capacity for the purpose, it shall be our endeavor in this sense so to administer the law. No member of this Board has heretofore had experience in dealing with all the classes of problems which will come before us for solution. Some of us have had but little, if any, experience as to some of these questions which will arise, but this condition was, under existing circumstances, necessarily unavoidable. We can, therefore, only bespeak for ourselves the lenient forbearance of a considerate and generous public. As to the order of business generally, I may point out that this Board succeeds to a very large accumulation of arrears of business of very great importance. No doubt that an early disposal of this business will be urgently pressed upon us from all sides, but a little reflection will convince those interested that it will be impossible for the Board until, at least, after the lapse of some few weeks, to deal with these subjects. Since we have been a Board there have been quite a number of new matters submitted to us, and we can only say that with regard to all of these it shall be our endeavor to consider them at the very earliest moment. There will be, of course, certain rules and regulations which the Board, after consideration, will determine upon and make public. It is not the purpose of the Board to prescribe any rules or regulations such as are in force in the higher courts of the land; that will not be our design. The rules framed by us will be simply with a view of facilitating business, and of furnishing such necessary guides as may be required by those who have to transact business before the Board."

Members of the bar present having made some complimentary allusions, the Board adjourned.

The Lake Superior, Long Lake and Albany River Ry. expects to be able to start construction on the first section of its projected railway from Peninsula Harbor on Lake Superior to Albany river early in the spring, and if the hopes of the promoters are realized about 50 miles will be completed within a year. The Company has completed location surveys on 12½ miles of line, preliminary surveys on 35 miles, and a reconnaissance has been completed to Shallow lake, 50 miles from Peninsula Harbor, and the officials of the Company are acquainted with the contour