

and Creelman, Toronto. He was created a Q.C. in 1889, and remained in private practice until July 1901, when he was appointed Chief Solicitor, C.P.R., Mon. He subsequently was appointed General Counsel, and was elected a director of the company in 1910, and was also a director of the Kingston and Pembroke Ry. He retired from active service in June 1913, when the following circular was issued over the signature of the President: "A. R. Creelman, K.C., General Counsel, having asked to be relieved of his duties that he may enjoy a well earned rest and recreation, the Board of Directors and Executive Officers in acceding to his wish, and accepting his resignation, desire to express their hearty appreciation of his advice and co-operation during the company's most progressive years. He continues his connection with the company, as a director, and will act on occasion as Special Counsel." The funeral took place at Toronto, Feb. 8, only relatives and intimate friends being present. E. W. Beatty, K.C., Vice President and General Counsel, C.P.R., represented the company.

Alexander Forrester Stewart, M.Can. Soc.C.E., who has been appointed Chief Engineer, Eastern Lines, Canadian Northern Ry., Toronto, was born at West Bay, Cape Breton, N.S., Jan. 8, 1864, and graduated from Dalhousie University, in arts, in 1887. He entered railway service May 15, 1887, since when he has been, to July 1887, chainman, Boston and Quebec Air Line, Skowhegan, Me.; Aug. to Dec. 1887, rodman, St. Paul, Minneapolis and Manitoba Ry., Dakota and Montana; Jan. to June, 1888, leveller on survey in Ontario, C.P.R.; June 1888 to Apr. 1889, leveller and transit man on surveys in Manitoba and Northwest Territories, C.P.R.; Apr. 1889 to Mar. 1891, leveller and transit man on surveys and Resident Engineer on construction in British Columbia, C.P.R.; Mar. 1891 to June 1895, Engineer in charge of branch line surveys and construction in British Columbia, C.P.R.; July 1895, to July 1896, Contractor's Engineer, South Coast Ry., Natal, South Africa; July 1896, to Mar. 1897, District Engineer of Surveys, Pretoria-Pietersburgh Ry., Transvaal, South Africa; Mar. 1897, to Nov. 1899, District Engineer on Construction, Orange Free State Government Railways, South Africa; Nov. 1899, to Feb. 1900, District Engineer of Surveys, Zululand Ry., Zululand, South Africa; Feb. to Aug. 1900, District Engineer of Surveys, Pauling and Co., Ltd., contractors, Cape Colony; Aug. 1900, to Dec. 1901, District Engineer of Maintenance and Reconstruction, Imperial Military Rys., Eastern Transvaal; May to June 1902, Division Engineer of Surveys, Halifax and South Western Ry., Halifax, N.S.; June 1902, to Mar. 1903, District Engineer of Maintenance, Central South Africa Government Rys., Pretoria; Mar. 1903, to Dec. 1904, District Engineer of Surveys, Cape Government Rys., Cape Colony; Dec. 1904, to Dec. 1906, District Engineer of Maintenance, Cape Government Rys., Kimberley, South Africa; Jan. 1907, to Dec. 1908, Assistant Chief Engineer of Construction, Mackenzie, Mann and Co., Ltd., Toronto; Dec. 1908, to Jan. 1916, Chief Engineer of Construction, Mackenzie, Mann and Co., Ltd., Toronto. In addition to being a member of the Canadian Society of Civil Engineers, he is a member of the Institute of Civil Engineers, (England), and of the South African Society of Civil Engineers.

George Herrick Duggan, who has been elected President of the Canadian So-

ciety of Civil Engineers, was born in Toronto, Canada, in 1862, and was educated at Upper Canada College, Toronto, and at the School of Practical Science, Toronto University. In 1884 he entered Canadian Pacific Ry. service and was assigned to location work on the mountain division. He remained with the railway until the end of 1885, before which time he had been assigned to the drawing office and placed in charge of the division of bridge erection and of a section of grading. In Jan. 1886, he entered the Dominion Bridge Co.'s drawing office, becoming chief draughtsman in 1889 and Chief Engineer in 1891, which position he held until the end of 1901. During this period the company erected a number of bridges, including the first Coteau bridge, the Grand Narrows and St. Mary's River bridges, the Interprovincial bridge at Ottawa, the swing bridge and the emergency dam at Sault St. Marie, Ont., as well as the first Canadian hydraulic liftlock on the Trent Canal, at Peterborough, Ont. He went to Sydney, N.S., in Jan. 1902 as Assistant to the President of the Dominion Iron & Steel Co. and of the Dominion Coal Co. A considerable amount of civil engineering work was then being prosecuted by both companies, and he was placed in charge of it. In 1907 he became Third Vice President of both companies, and in 1905, when the companies separated, he was appointed Second Vice President and General Manager of the Dominion Coal Co., remaining in that capacity until 1910. He was responsible for the engineering work of the Dominion Coal Co. and for the opening of a number of new mines, the construction of docks and unloading plants and the extension and operation of the company's railway service. In 1910 he returned to the Dominion Bridge Co. as Chief Engineer, in which capacity he was responsible for the preparation of the design for the new Quebec bridge, for which tenders were being prepared at the time he became Chief Engineer. In 1912 he was appointed Vice President and General Manager of the Dominion Bridge Co. and Chief Engineer of the St. Lawrence Bridge Co., a company which was formed to bid on the superstructure of the new Quebec bridge and which was awarded that contract. He has continued actively since then in the great work of building this bridge.

Alleged German plots Against Canadian Railways.—A total of 81 indictments were returned against Francis Bopp, Consul General of the German Empire, and other officials and German firms and individuals in San Francisco, C.I., Feb. 10. Among the specific charges alleged by the United States Government agents, is that the accused or some of them had conspired to blow up the G.T.R. tunnel between Sarnia, Ont., and Port Huron, Mich., and the proposed conveyance of explosives into Canada for the purpose of blowing up C.P.R. tunnels in British Columbia.

Railway Lands Patented.—Letters patent were issued during Jan., in respect of Dominion railway lands in Manitoba, Saskatchewan, Alberta and British Columbia, as follows:—

Calgary & Edmonton Ry.	Acres. 322.00
Canadian Northern Ry.	4,315.90
Grand Trunk Pacific Branch Lines Co.	51.99
Grand Trunk Pacific Ry.	195.14
Qu'Appelle, Long Lake & Saskatchewan Rd. & Steamboat Co.	5,356.80
Total	10,241.83

A Strategic Railway of about 100 miles is reported under construction between the Hadjaz Ry. and the Egyptian frontier.

Canadian Society of Civil Engineers' Officers.

The following officers, etc., were elected at the annual meeting in Montreal, Jan. 27:—President, G. H. Duggan, Vice President and General Manager, Dominion Bridge Co., Montreal; Vice President, T. H. White, Chief Engineer, Canadian Northern Pacific Ry., Vancouver.

Councillors:—District 1: W. J. Francis, Montreal; H. R. Safford, Chief Engineer, G.T.R., Montreal. District 2: H. Donkin, Deputy Commissioner, Public Works and Mines, Halifax, N.S.. District 3: A. E. Doucet, Quebec. District 4: E. D. Lafleur, Chief Engineer, Public Works Department, Ottawa. District 5: J. R. W. Ambrose, Chief Engineer, Toronto Terminals Ry., Toronto. District 6: D. A. Ross, Winnipeg. District 7: D. O. Lewis, District Engineer, Canadian Northern Pacific Ry., Victoria, B.C.

Treasurer, E. Marceau, Montreal. **Secretary**, C. H. McLeod, Montreal.

Two vice presidents and 16 councillors remain in office from the previous year.

Lima Locomotive Corporation.—The control of this corporation has been bought by J. S. Coffin, President, and S. G. Allen, First Vice President, Franklin Railway Supply Co., New York. The new officers are as follows:—Chairman of Board of Directors, J. S. Coffin; President, A. W. Wheatley, heretofore Vice President, Canadian Locomotive Co., Ltd., Kingston, Ont.; Vice President and General Sales Manager, J. E. Dixon, formerly of the American Locomotive Co.; Secretary and Treasurer, J. H. Guess, formerly General Purchasing Agent, Grand Trunk Ry., who will be in charge of purchasing.

The Canadian Railway Club's annual dinner in Montreal Jan. 29 was largely attended. In the absence of the President, L. C. Ord, Assistant Works Manager, Angus shops, C.P.R., on active military service, the Vice President, R. M. Hannaford, Assistant Chief Engineer, Montreal Tramways Co., occupied the chair. Among the other speakers were Sir Sam Hughes, Minister of Militia; F. P. Gutelius, General Manager, Canadian Government Railways; J. Coleman, Superintendent, Car Department, G.T.R.; T. C. Hudson, Division Master Mechanic, Canadian Northern Ry., and W. McNab, Valuation Engineer, G.T.R.

Interest on Guaranteed Railway Bonds.—Replying to question in the House of Commons Feb. 17, the Minister of Finance said the Government had not paid by special warrant the half yearly interest on Dominion and provincial guarantees of the Canadian Northern Ry., nor of the half yearly interest on the Dominion guarantee of the Grand Trunk Pacific Ry. There were no interest payments made on guarantees to railways by the Government during 1914 and 1915, nor up to the date of the answer given.

Railway Taxation in Manitoba.—The Manitoba Legislature has passed an act repealing the Revised Statutes of 1913, chap. 193, sec. 16, which enacted that "nothing contained in this act shall take away or lessen any exemption from taxation heretofore granted any railway company by or under any act of the Legislature of Manitoba."

The Public Works Department received tenders to Feb. 28, for the construction of timber lock gates and equipment, for the East River lock, near New Glasgow, N. S.