

ton, was married at Richmond, Que., Aug. 16, to Miss A. E. Smith.

P. G. Denison, Freight Agent for the C.P. R. at Rossland, B.C., has been appointed Station Agent & Contracting Freight Agent. C. W. Mount, who has been Station Agent for the Columbia & Western for the past 2 years, has gone to Butte, Montana. The Rossland ticket office will be maintained in charge of A. B. Mackenzie.

H. Tandy has resigned the superintendency of the Brooks Locomotive Works, Dunkirk, N.Y., to accept the managership of the Canadian Locomotive Engine Co., at Kingston, Ont., with which he was formerly connected. The foremen of the Brooks Works presented him with a gold-headed ebony cane.

H. G. Gorman, late locomotive foreman in the C. P. R. shops at Winnipeg, has been transferred to Field, B.C., where he takes the place of R. Inches. M. J. Collins, of Broadview, Assa., has been appointed in charge of the Winnipeg shops.

J. W. Kimball has been appointed Auditor of the Construction Department of the Columbia & Western Railroad, from Robson to Midway, B.C., under W. F. Tye's management. Mr. Kimball was Secretary & Auditor of the C. & W. under the Heinze management.

C. Shields has been appointed Vice-President & General Manager of the Spokane Falls & Northern & other lines of the Corbin System, recently acquired by the Great Northern (U. S.). Mr. Shields was one of the first C.P.R. dispatchers at Winnipeg, & was afterwards Superintendent at Moose Jaw. He followed J. M. Egan from the C.P.R. to the Great Northern as Superintendent of Construction, again following Mr. Egan to the Chicago Great Western, of which he became Asst. Gen. Supt. in 1888, resigning in 1891 to take the General Superintendency of the Great Northern in 1891 & returning to the Chicago Great Western in 1893, & remaining with it till a few months ago, when he resigned the General Superintendency.

On removing from Toronto to London, Ont., recently, Superintendent Williams of the C.P. R. took with him as dispatchers, A. L. Smith, W. Killingsworth & J. K. Savage. Superintendent Price has as his dispatchers at Toronto, W. H. Allison, S. Robins & J. S. Duff.

Vice-President Shaughnessy.

"The Auditor" writes in the Railway Age as follows:—"At the recent investigation before the Interstate Commerce Commission in Chicago, more than one representative of American lines testified sincerely, but regretfully, to the fact that the Canadian Pacific was managed by discouragingly able men. In the issue of Mar. 4, 1898, an admirable portrait of Sir Wm. Van Horne, with some remarks upon his personality, was published in The Railway Age. Next to Sir William, the railway man in Canada who is of most interest to us over here is T. G. Shaughnessy, the Canadian Pacific's Vice-President. Like Sir William, Mr. Shaughnessy was born in the U.S., having seen the light in Milwaukee 45 years ago, & it was in the purchasing department of the Chicago, Milwaukee & St. Paul that he began his railway career, when 16 years of age. He was storekeeper on the Milwaukee & St. Paul when Sir William (then Mr. Van Horne) persuaded him to go to the C.P. when that Co. was struggling with the difficulties of construction. Those difficulties were at times considerable, & on more than one occasion it looked to the men on the inside as if the Co. would have to throw up its hands. It is said to have been in one of these crises that Mr. Shaughnessy finally demonstrated the ability which was in him. Debts had accumulated, creditors were vociferous, & it looked as if construction would have to stop, when, so

the story goes, Mr. George Stephen (now Lord Mount Stephen) succeeded in getting a temporary loan of a million dollars from the Government at Ottawa, & Mr. Shaughnessy was told that he would have to make that million pay five millions of debt. He is said to have done it, or at least to have so impressed creditors with the immense resources of the C.P. that few of them cared to accept any payment on their accounts from a company so ostentatiously solvent, & those that did took only a small instalment. The whole story may be purely mythical, but it is current among C.P. officials, & it is said to have been the ability which Mr. Shaughnessy showed in that emergency that created his career. Whatever truth there may be in it, it is certain that if the opportunity had not come then of demonstrating his capacity, it must have come in some other way, for no man could come in contact with him without recognizing that he was a man of unusual ability & force, & a man for whom, sooner or later, success & conspicuous position were inevitable. He has now been Vice-President & a Director of the C.P. since 1891. Whenever rumors of Sir William's retirement become current it is always accepted as a matter of course that Mr. Shaughnessy will succeed him. This will doubtless be so, & there is no human doubt that Mr. Shaughnessy is going to be (if he is not already) one of the most powerful & most honored men in Canada.

Port Arthur, Duluth & Western.

The Toronto General Trusts Co., representing the estate of the late Jno. Leys, and other Toronto interests, has sold the P.A.D. & W. Ry. to Mackenzie, Mann & Co. (W. & R. J. Mackenzie & D. D. Mann), for about \$250,000. The sale includes nearly the whole of the shares & bonds of the Ry. Co., with the exception of a few small holdings.

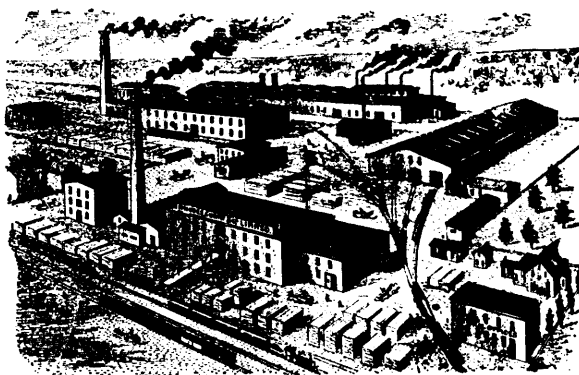
The P.A.D. & W. R. (first known as the Thunder Bay Colonization Ry.), which was completed in 1894, runs from Port Arthur, via Fort William, connecting at both places with the C.P.R. southwesterly to Gunflint Lake, on the Minnesota Boundary, 85.50 miles, with an extension of about 6 miles to Gunflint Mines, on the U.S. side of the line. The contractors were Connec & Middleton. When the road was constructed it was intended to operate it in connection with the iron mines of that region of the country, & large contracts for the haulage of ore were entered into with the original owners of the road. But unfortunately owing to a general collapse of the iron mining interests & the failure of the parties with whom the contracts were made the road has proved a costly failure. In view

of the facts that the road ended practically nowhere, had no connection for traffic at its southern end, & was of no use without the expenditure of considerable money to extend it, we think the Toronto General Trusts Co. made an excellent sale of the interests of its clients, who are no doubt glad to be rid of the burden on their hands. Mackenzie, Mann & Co. ought to be able to run it to advantage. They will use the first 16 miles from Port Arthur to Stanley as part of the Ontario & Rainy River Ry., the construction of which has just been commenced from the latter point westward, & it is said they are likely to extend the P.A.D. & W. from its present terminus at Gunflint Mines to Ely, Minn., 114 miles from Duluth, where connection will be made with the Duluth & Iron Range Ry., thus affording a through line from Port Arthur to Duluth.

The following statistics of the P.A.D. & W. Ry. Co. are up to June 30, 1897: Ordinary share capital subscribed and paid up \$1,200,000; bonded debt authorized, issued & sold, \$1,392,000 at 5%; Dominion Government Aid \$271,200; Ontario Government Aid \$255,571; Municipal Aid \$40,000; total capital paid up \$3,158,771; floating debt \$43,771.71 at 6 & 7%. Total cost of railway & rolling stock \$2,910,879.75. This is the theoretical cost, the actual cost having been about \$1,400,000. The total gross earnings for the year ended June 30, 1897, were \$9,313.61, & the expenses \$14,042.87, a loss of \$4,729.26. We are informed that there was an improvement for the year ended June 30, 1898, earnings having about met working expenses. The line is laid with 56 lb. steel rails. The radius of the sharpest curve is 573, & the heaviest grade is 95 ft. per mile. It has 4 locomotives, 2 passenger coaches, 2 baggage cars, 10 freight cars, 4 conductors' vans, 80 flats & 1 flanger.

The present Superintendent of the line is Ross Thompson, Port Arthur.

The Arctic Express Co., of Seattle, Wash., has been registered in British Columbia as an extra-provincial company, with F. M. Rattenbury, architect, Victoria, as its attorney. The capital is \$100,000, the time of the existence of the Co. is 50 years. The objects of the Co., besides doing an express business, include acquiring estates, franchises & privileges of every denomination, to acquire & operate vessels, & to carry on a general transportation business of freight & passengers upon the navigable waters of the State of Washington, Province of British Columbia, Territory of Alaska, & the Canadian North-West Territories, & the Pacific Ocean; to build & operate railways, street railways & tramways, & to acquire & operate telegraph & telephone lines.



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