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Men of To-Day

The Round-the-World Record

CHARLES HENRY MEARS is trying to go around the world in thirty-five days and nineteen hours. Barring accidents he will arrive shortly at Victoria, B.C., on his way back to New York, whence he started. The present record is held by a woman, who, in 1907, did the round-the-world trip in thirty-nine days and some hours. Previous to that the record was somewhere about seventy days.

The value of such a trip is the proof which it gives of the progress in transportation facilities. The world is being made smaller by means of fast steamships, and faster railway trains. One hundred years ago, Jules Verne had a dream that some day a man would go "Round the World in Ninety Days," and his imagination made a famous book out of the idea. The realization came true sooner than the famous French author anticipated. Now it is expected that the deed can be done in thirty-five days, or about one-third the time Verne anticipated.

Mears started from New York, touched England, and crossed the continent to Russia. Thence he proceeded via the Trans-Siberian Railway to the Pacific Coast. From Japan he travels by the Canadian Pacific steamer to Victoria, B.C., by boat to Seattle, and thence overland to New York. It takes some physical stamina to make such a trip, even for a newspaper man.

Caring for Passengers

AMONG the high officials of the Canadian Pacific Railway, whose duties is to look after the millions of passengers who travel on its thousands of trains and its fleet of eighty steamers, none is more popular than Mr. Charles Beverley Foster. He was recently made Assistant Passenger Traffic Manager and is now in line for promotion to one of the executive offices—than which there is no greater honour in the transportation world.

"Charlie" Foster, as he is familiarly known to hundreds of travellers all over the continent, is a New Brunswicker. He was born at Kingston, King's County, in 1871. When twenty years of age he became a stenographer in the passenger department of the Canadian Pacific at St. John, and in a

short twelve years rose to be district passenger agent at that point. In 1904 he was moved to Toronto, thence to Vancouver, and later to Winnipeg.



GOING ROUND THE WORLD.

Charles Henry Mears, of New York, is Somewhere in Russia in Asia on His Record-breaking Trip Around the World.

Now he comes to the final resting place of the C. P. R.'s best men—the head office in Montreal.

Mr. Foster has a record of homes which quite outshines the best record of a bank clerk. He himself claims to have moved his household goods oftener than any other man in Canada except the man who moves to avoid paying rent. When he went to Winnipeg, in 1910, he had difficulty in finding a house. After moving about several times, he finally settled in a beautiful home. One day he and his wife found themselves nicely settled with the blinds and curtains and screens all complete. They sat down and talked over the possibility of their enjoying it for a few years and they had misgivings. Next day he got a telegram to meet a high official in Chicago, and he and Mrs. Foster were suspicious. The expected happened—he got moving orders to Montreal.

Mr. Foster is a master of detail and a maker of friends. These are the outstanding characteristics which have carried him so fast up the ladder of success.

Another Passenger Caretaker

MR. GEORGE T. BELL is another manager of passenger traffic who has been promoted to higher rank. He is now Passenger Traffic Manager of the Grand Trunk system, the highest post of its

kind in Canada, with the possible exception of the corresponding post in the Canadian Pacific Railway. And, by the way, Mr. Ussher, who holds this post, and Mr. Bell were clerks together many years ago in the offices of the old Great Western Railway, under Mr. James Charlton, who is now chairman of the Transcontinental Passenger Association in Chicago.

One of the highest honours in Mr. Bell's list of winnings was his election as president of the American Association of General Passenger and Ticket Agents at the meeting held in 1908, and presided over the Toledo meeting in 1909. He was the first Canadian to hold that office—head of the oldest organization of railway men in the world.

George Turnbull Bell was born in Montreal in 1861. His father was in the Grand Trunk service and the son followed in his footsteps. At seventeen he entered as a clerk in the Great Western, and five years later the Grand Trunk. From chief clerk he has held all the various offices in order, until in 1900, he became general passenger agent. When the Grand Trunk Pacific began to do business, he added the same position with that corporation. Now he becomes supreme head of all the passenger traffic of the whole system from Prince Rupert to Portland.

For years, Mr. Bell had some of the earlier characteristics of the Grand Trunk officials—quiet, reserved, and retiring. But when the late Charles M. Hays took charge of the Grand Trunk, a more modern spirit was encouraged. Although Mr. Bell might be mistaken for a quiet clergyman in a business suit, he was able to meet the new conditions and to mingle with the public in such a way as to become a walking advertisement for his road. His pent-up geniality got an opportunity and he rapidly became known as "one of the good fellows." All of which indicates that the tone of men in a big corporation reflects to some extent the spirit of the man or men at the top. If the general manager believes in snubbing the public, the employees are likely to follow suit. If the leader practises the role of serving the public and cultivating the good graces of its customers, the subordinates take the cue and do likewise. Not that G. T. Bell ever snubbed anyone. He is too courteous by nature to do that. But the Grand Trunk has become "Americanized" or "Canadianized" in the last fifteen years, and to-day is as popular with the public as any other road on the continent. Some of the credit of this achievement comes to men like Mr. Bell, who have spent thirty years or more in the service.



MR. CHARLES B. FOSTER,
Recently Appointed Assistant Passenger Traffic Manager of the Canadian Pacific Railway at Montreal.



MR. GEORGE T. BELL,
Recently Made Passenger Traffic Manager of the Grand Trunk System.