

Bombay Jct., H. H. Jones; Hamilton (King St.), L. Siebert; Grimsby, A. Donaldson; Hyde Park, J. H. Stewart; Burford, P. A. Robertson; Drayton, J. Robertson; 47th St., Chicago, J. F. Erb; Drayton Plains, W. R. Seaton.

**Dominion Atlantic.**—R. A. Carder, who relinquished the duties of travelling passenger agent to become agent in St. John, has resumed his former position.

**Intercolonial.**—E. T. Horn has been appointed Manager's Assistant with office at Moncton. He comes from the Delaware, Lackawanna and Western at Hoboken, N.J.

**Michigan Central.**—A. K. Prince, of Detroit, has been appointed Superintendent of the dining car service.

**Montreal St. Ry.**—M. J. Kennedy, who has been acting Superintendent since the departure of D. McDonald for Paris, has been confirmed in that position.

**Northern Pacific.**—G. W. Vanderslice, heretofore Superintendent of the lines in Manitoba, has been appointed Divisional Superintendent at Grand Forks, N.D.

C. E. Lang, for several years soliciting freight agent and latterly freight agent at Winnipeg, is reported to have been appointed agent at Victoria, B.C.

**Ottawa, Northern & Western Ry.**—H. G. Beemer, President, announces that the following officers will have charge: H. L. Maltby, Secretary-Treasurer and Purchasing Agent, Ottawa; P. W. Resseman, General Passenger and Freight Agent and General Superintendent, Ottawa; Geo. A. Savage, General Auditor, Montreal, Que.; Geo. A. Lizotte, Traffic Auditor Receipts and Disbursements, Ottawa; John R. Brennan, Roadmaster, Ottawa, and James Kay, Master Mechanic, Aylmer, Que.

**Shore Line, New Brunswick.**—F. J. McPeake resigned the superintendency April 26, being succeeded by D. M. Boyd, of New York, who was reported to have had a training in railway work on the Pennsylvania Rd. Mr. Boyd only remained in office a few days, Mr. McPeake resuming his old position.

**Sydney and Louisburg.**—I. L. Boomer, heretofore in the train despatcher's office of the Intercolonial at Moncton, has been appointed chief train despatcher with headquarters at Glace Bay.

### Mainly About People.

Lord Mount Stephen has been appointed a Deputy-Lieutenant of the County of Banff, Scotland.

Mrs. W. F. Egg, wife of the C.P.R. City Ticket Agent in Montreal, left there May 15 for a European trip.

Morton F. Plant, Vice-President of the Plant Steamship Line, has just recovered from a serious attack of typhoid fever.

J. Osborne, recently appointed Superintendent of the Atlantic Division of the C.P.R., has removed from Winnipeg to St. John, N.B.

C. R. Hosmer, of the C.P.R. Directorate, and family arrived in Montreal, May 23, after a four months' trip to the Mediterranean.

Sir Charles Rivers Wilson, President of the G.T.R., is President of the Council of the Tramways and Light Railways Association of England.

Capt. Wolvin, of Duluth, who has been negotiating for elevator privileges in Montreal Harbor, has been elected a vice-president of the U.S. Steel Corporation.

W. G. Baldwin, of Roanoke, Va., was elected President of the convention of special agents of railways of Canada and the United States, held in New York, May 29.

J. H. Harding, a former shipbuilder of Newcastle, N.B., and later agent of the Marine

and Fisheries Department at St. John for 24 years ended 1894, died May 22, aged 83.

J. M. Robb, brother of W. D. Robb, Master Mechanic G.T.R., Toronto, has resigned his position as Master Mechanic of the Chicago Great Western Ry. at St. Paul, Minn.

W. Woollatt, General Manager, Lake Erie and Detroit River Ry., has sent \$100 towards furnishing additional wards in the Amasa Wood Hospital, at St. Thomas, on behalf of the Co.

J. L. Lorre, heretofore Fourth Vice-President of the Pennsylvania lines west of Pittsburgh, has been elected President of the Baltimore and Ohio Rd., succeeding J. K. Cowan, resigned.

W. R. Tiffin, Superintendent of the Northern Division of the G.T.R., completed his 41st year in railway service in Canada, May 12. His service commenced with the old Great Western Ry. Co. in Hamilton.

W. H. Rosevear, General Car Accountant, G.T.R., was struck by a shunting freight train in the Montreal yard, May 24, and badly injured about the head. He was removed to his residence, but is now able to be on duty again.

A. J. Macdonald, son of the former Superintendent of the Montreal Street Ry. Co., heretofore in charge of the central division of the same railway, has been appointed General Superintendent of the street railway system of the City of Mexico.

G. B. Wyllie, who is now travelling passenger agent for the Illinois Central Rd., at Buffalo, N.Y., is a native of Toronto, and was engaged in the building of the Toronto, Grey and Bruce Ry., now merged into the C.P.R. He was the first station agent at Woodbridge.

J. M. Herbert, formerly of the G.T.R., since April 1, 1901, Superintendent of the St. Louis, Iron Mountain and Southern Ry. and leased, operated and independent lines, has been appointed Superintendent of the Pacific division of the Southern Pacific Ry. (April, pg. 107.)

R. W. Leonard, C.E., who has been with one of F. H. Clergue's enterprises at Sault Ste. Marie for some time past, has gone to Hawkesbury, N.S., in connection with the construction of the Cape Breton Extension Ry. in which Dr. Seward Webb, of New York, is interested.

M. H. Watts, Secretary of the Montreal Street Ry. Co., died at Victoria Hospital, Montreal, May 21, aged 38. He was for some time a clerk in the law department of the C.P.R., leaving in 1892 to become private secretary to Mr. Everett, then Manager of the Montreal Street Ry.

G. W. Vanderslice, for several years Superintendent of the Manitoba Division of the Northern Pacific Ry., was on June 7 presented with a silver tea service by the officials and employees on his leaving Winnipeg, owing to the transfer of the Co.'s Manitoba lines to the Canadian Northern Ry. The presentation was made by W. Hall on behalf of the staff. The address was signed by the employees, and the salver bore a suitable inscription.

Richard Marpole, whose portrait appears on page 161, was born in Wales in 1850. He served for 7½ years on British railways in the construction and traffic departments, and entered the service of the C.P.R. in 1881, serving successively as contractor, assistant manager of construction, Nipissing Division, Superintendent Lake Superior Division, Superintendent Pacific Division, and General Superintendent Pacific Division, having been appointed to the last named position, May, 1897.

E. T. Horn, who has been appointed Manager's Assistant on the I.C.R., has been in the service of the Chicago & Northwestern, Missouri Pacific, Southern Ry., Baltimore &

Ohio, and Delaware, Lackawanna & Western, having served as brakeman, conductor, yardmaster, general yardmaster, trainmaster, superintendent and general manager. He had charge of the B. & O. terminals at Baltimore and about two years ago went to the D.L. & W. as general yardmaster for its M. & E. division.

Charles Currie, recently appointed General Manager of the Detroit and Toledo South Shore Line Rd. Co., was born in Toronto in 1868, and started into street railway work as an office boy with the London Street Ry. Co. in 1882, remaining with that Co. until its business was taken over by the Everett Syndicate in 1894, at which time he was cashier. He was made secretary of the new Co., and in 1896 was made General Manager of the Luna Electric Ry., and three years later was appointed Superintendent of Transportation of the Cleveland Electric Ry., becoming General Superintendent shortly before receiving his present position.

S. R. Callaway, heretofore President of the New York Central and Hudson River Rd., has been appointed President of the American Locomotive Co., a combination which includes the following works: Brooks, Schenectady, Pittsburgh, Richmond, Cooke, Rhode Island and Manchester. The Baldwin, Dickson and Rogers plants are not included in the combination. The combined capacity of all the builders in the U.S. is claimed to be 3,000 locomotives a year, of which the Baldwin works can supply 40%. Mr. Callaway is reported to have been given \$500,000 in shares in the concern, and will be paid a salary of \$100,000 a year.

Thos. Williams, recently appointed General Superintendent of the Lake Superior Division of the C.P.R., with headquarters at North Bay, entered railway service in 1868 on the G.T.R. In 1869 he became night operator, and in 1871 Train Despatcher at Toronto. He resigned from the G.T.R. service in 1884, and entered the service of the C.P.R. as Despatcher, since which his record has been as follows: 1885 to 1887, Chief Train Despatcher and Car Service Agent; 1887 to 1890, Assistant Superintendent with jurisdiction from Montreal to Owen Sound and London, and connecting branches; 1890 to 1896, Superintendent at London; 1896 to 1898, Superintendent at Toronto; 1898 to 1901, Superintendent at London.

H. Darling, heretofore Manager of the Union Steamship Co., was entertained at a banquet, at Vancouver recently, on his leaving for White Horse, Yukon, to become General Manager of the British Yukon Navigation Co., which operates 16 steamers on the Yukon river between White Horse and Yukon. On behalf of the citizens the Mayor presented Mr. Darling with a marble clock and pair of candelabra, a set of solid silver dessert dishes, and a framed address. This latter was painted in water-colors, and most appropriately designed, being surmounted with the Vancouver coat-of-arms, under which was reproduced a miniature view of the C.P.R. docks. Set at intervals in the artistic border, were the names of the vessels of the Union Steamship Co.'s fleet, the Cutch, Coquitlam, Caplano, Comox, Chehalis, Senator and Lenora, while beneath all was a reproduction of the Union Steamship Co.'s house-flags.

Many Canadians who visit the Pan-American will come in contact with the city passenger agents in Buffalo for the G.T.R. & C.P.R., J. D. MacDonald and A. J. Shulman, who will be found unremitting in their attentions. The following is clipped from a recent Buffalo paper: "Buffalo is so much of a railway center that it is no wonder, with the important interests at stake, so many good men are hustling for traffic these days. The Grand Trunk has a little dropped out of