

A New York despatch says:—"It is understood that an international bank, with a capital of not less than \$1,000,000 and perhaps as much as \$2,000,000, is to be established in Havana by interests prominently identified with the Morton Trust Co., and the Cuba Co. Among the large stockholders of the latter corporation, of which Sir Wm. Van Horne is President, are several well-known Montreal financiers, a fact which makes it not improbable that capitalists interested in the Bank of Montreal may also be shareholders in the new financial institution to be established in the Cuban capital."

Jas. W. Leonard, who has been appointed General Superintendent of the Western Division of the C.P.R., was born at Epsom, Ont., 1858. He entered railway service, 1872, since which his record has been:—1872 to Aug., 1877, telegraph operator and agent Midland Ry. of Canada; Aug., 1877, to Dec., 1878, agent Victoria Ry.; Dec., 1878, to Mar., 1880, assistant manager same road; Mar. to June, 1880, assistant to General Superintendent Credit Valley Ry.; June, 1880, to Nov., 1883, General Passenger Agent, same road; Nov., 1883, to May, 1884, Master of Transportation Ontario and Quebec Ry.; May, 1884, to Mar., 1887, Superintendent C.P.R. at Toronto; Mar., 1887, to Mar., 1890, Superintendent at Kamloops; Mar., 1890, to Mar., 1893, Superintendent lines east of Montreal, same road; Mar., 1893, to April, 1901, General Superintendent Ontario and Quebec division, same road.

Thos. Tait, who has been appointed Manager of Transportation of the C.P.R., was born at Melbourne, Que., July 24, 1864, and entered railway service as a clerk in the audit office of the G.T.R., Sept., 1880, since which time his service has been:—July, 1881, to Oct., 1881, clerk in the office of the assistant to the President, Chicago and G.T. Ry.; Oct., 1881, to April, 1882, clerk in solicitor's office G.T.R., Belleville; April to Oct., 1882, clerk, General Manager's office, same road; Oct., 1882, to Sept., 1886, private secretary to Vice-President and General Manager C.P.R.; Sept., 1886, to May, 1887, clerk, General Traffic Manager's office, same road; May, 1887, to Feb., 1889, assistant superintendent, same road, at Moose Jaw, Assa.; Feb., 1889, to Mar., 1890, Superintendent Ontario division, Toronto, same road; Mar., 1893, to May, 1897, Assistant General Manager, same road; May, 1897, to April, 1901, Manager of lines east of Fort William, same road.

Sir Edward Watkin, who died in England recently, aged 82, began his railway career in 1845, when he was appointed Secretary of the Trent Valley Ry. This brought him into connection with the London and North-Western Ry. Co. In 1861, at the desire of the Duke of Newcastle, he went to Canada on behalf of the Colonial Office, and, commissioned by the great firms of Baring and Glyn, reorganized the G.T.Ry., becoming its President. Gradually he extended his sovereignty. Although he gave up the G. T. R. presidency some years ago, and did not retain the directorships of the Great Eastern and Great Western railways in England, which he once held, he still discharged for several years the duties incidental to the important posts which he occupied as chairman of the South-Eastern, the East London, the Manchester, Sheffield, and Lincoln, the Metropolitan, and the Neath and Brecon railway Companies and as chairman, ex-officio, of the Blackpool and the Oldham and Ashton-under-Lyne Ry. Companies.

W. A. Wilson, who has been appointed Canadian Freight Agent of the New York Central and West Shore railroads with office at Toronto, commenced railway work in 1863, at Port Dalhousie, Ont., on the Welland Ry., now a part of the G.T.R., where he learned telegraphy. In 1865, he entered the service

of the Provincial Telegraph Co., which he left in 1866. After a short stay in the employ of the Montreal Telegraph Co. he entered the service of the G.T.R. From Mar., 1867, to Nov., 1878, he was in various positions as operator, ticket agent, relieving agent, despatcher, and finally as travelling freight agent, having made an excellent record in all. From Dec., 1878, to Feb., 1884, he was agent for Canada for the Hoosac Tunnel Line, one of the Vanderbilt fast freight lines, and on the opening of the West Shore Rd. he was appointed General Canadian Agent. In May, 1896, that office was abolished and he was appointed Division Freight Agent of the road in Buffalo, retaining control of its Canadian interests.

An Englishman who has been visiting Ottawa tells a story about D. D. Mann which he vouches for as correct. It was when Mr. Mann was in China two years ago looking after a big railway concession. One evening at the club in Tien-Tsin an altercation broke out between a Russian and a French officer. Mr. Mann, who was present, was appealed to as umpire, and gave his decision in favor of the Frenchman. This so incensed the Russian that next morning he sent a second to Mr. Mann demanding satisfaction. Only for a moment was the sturdy Canadian railroader surprised, and then, recollecting that according to the code governing duelling the choice of weapons lay with him, he promptly accepted the challenge, and named the national weapon of Canada, the axe, with which the duel should be fought. The Russian was simply flabbergasted. He had never heard of a duel fought with axes, and the prospect was not an inviting one. He sent his second to Mr. Mann again with an apology, expressing regret for his ebullition of bad temper, and the fight was called off.

Edmund Juchereau Duchesnay, who has been appointed Assistant General Superintendent of the Pacific Division of the C.P.R., was born in Quebec in 1854, his father, who died in 1870, being one of the seigneurs of the old French colony, and a Dominion senator. He went through the complete literary and scientific course of Laval University, and also took a complete short and long course of artillery, having joined B battery for that term. He holds diplomas as surveyor for Quebec, Ontario and the Dominion, and is a member of the Canadian Society of Civil Engineers. He was a member of the Quebec Government, belonged to the engineering staff during the construction of the Q.M. O. and O. Ry. between Quebec and Ottawa 1875 till 1877, and from then until 1880 was engaged on Dominion Government surveys for the C.P.R. From March, 1881, to date he has been in the employ of the C.P.R. Co., as engineer in charge of surveys, exploration, construction and maintenance of way east of Port Arthur till 1890, when he was moved to British Columbia, where he resumed similar duties until June, 1897, when he was appointed Superintendent of the mountain section of the Pacific division, continuing until April 15, 1901, when appointed Assistant General Superintendent of the Pacific Division.

Capt. J. W. Troup, who has recently been appointed Manager of the Canadian Pacific Navigation Co., at Victoria, was presented with a sterling silver dinner set of 167 pieces, by the employees of the Nelson division, C.P.R., and steamboats, of which he was Superintendent; and by the citizens of Nelson with a silver fish set of 37 pieces, and a cut glass liquor set, on April 18, on leaving that town to take up the duties of his new office. Replying to the toast of his health Capt. Troup said it was on Mar. 19, 1892, that he first came to Nelson on the steamer Lytton. Since that time he had endeavored to bring the steamer service and later the train service up to the standard he thought they should attain. In

1893 the steamer Lytton was the only connection between the C.P.R. main line and the Kootenay, including the Nelson, Rossland and Slocan districts. The Lytton's average load was two cars, and she made two trips a week. The connection with the south was by way of the Columbia river, and only four cars a day were brought in from Spokane. These figures represented the total supply for the Kootenay. Contrast this with the last three days of his connection with the country as superintendent of lines in the Nelson Division when they handled 100 cars a day out of Kootenay Landing west bound. This development had been brought about by much hard work on the part of the staff and the expenditure of money by the Co.

Wm. Whyte, who has been appointed assistant to the President of the C.P.R., is a native of Charlestown, Fifeshire, Scotland, and was born Sept. 15, 1843. He commenced his railway career with the North British Ry. in 1861, and after two years service came to Canada, but it was not until 1865 that he secured his first railway position in this country. For a few months he was freight clerk on the G.T.R. at Cobourg, being transferred to Toronto in the same year. Since then his different appointments have been:—1865 to 1867, freight clerk, G.T.R., Toronto; 1867 to 1870, yardmaster, Toronto, same road; 1870 to 1871, night station agent, Toronto, same road; 1871 to 1874, freight and station agent, Stratford, same road; 1874 to 1881, in charge G.T.R. business at London; 1881, in charge of the freight offices and sheds at Toronto, same road; Nov., 1881, to Sept., 1883, assistant superintendent, central division, same road; Sept., 1883, to Aug., 1884, General Superintendent of the Toronto, Grey and Bruce Ry.; Aug., 1884, on the amalgamation of the T.G. and B. with the C.P.R., to May, 1885, General Superintendent, Ontario Division C.P.R.; May, 1885, to 1886, General Superintendent of the Eastern and Ontario divisions, same road; 1886 to May, 1887, General Superintendent of the Western division, same road, at Winnipeg; May, 1867, to April, 1901, Manager of C.P.R. lines from Fort William to the Pacific coast.

Cornelius Shields has been appointed General Manager of the Dominion Coal Co. at Glace Bay, N.S., succeeding H. F. Donkin. The position also includes the management of the Sydney & Louisburg Ry. Mr. Shields was born at Albany, N.Y., Jan. 1, 1856. He entered railway service May, 1871, since which he has been consecutively to Mar. 9, 1882, on the Southern Minnesota Rd. and its successor, the Chicago, Milwaukee & St. Paul Ry.; to Oct., 1871, waterboy tracklaying train; Oct., 1871, to Sept., 1873, section hand; Sept., 1873, to Oct., 1874, telegraph operator; Oct., 1874, to Feb., 1881, station agent; Feb. to July, 1881, train despatcher; July, 1881, to March, 1882, chief train despatcher; March, 1882, to May, 1883, chief train despatcher, C.P.R., western division; May, 1883, to Feb., 1887, assistant superintendent, same division, same road; March, 1887, to March, 1888, superintendent, Montana division, St. Paul, Minneapolis & Manitoba Rd.; Mar., 1888, to Mar., 1889, assistant general superintendent, Chicago, St. Paul & Kansas City Ry.; Mar., 1889, to April, 1892, general superintendent, same road; May, 1892, to Sept., 1893, general superintendent, western division, Great Northern Ry.; Sept., 1893, to April, 1898, general superintendent, Chicago, Great Western Ry.; July, 1898, to Dec., 1899, Vice-President, Spokane Falls & Northern, Nelson & Fort Sheppard, and Columbia & Red Mountain Rys., and President, Red Mountain Ry.; Dec., 1898, to Dec., 1899, also assistant general superintendent, western division, Great Northern Ry.; Dec., 1899, to April, 1901, Vice-President and General Manager, Virginia Southwestern Ry. and Virginia Iron, Coal and Coke Co.