

greatest transportation system in the world, whose own combined steamship and railway lines extend from England to China. Lord Shaughnessy has not confined his activities to his railway work, but has taken an active part, as a financial and other institutions. He has played a magnificent part in regard to the war and has been of the greatest assistance to both the British and Canadian governments in this respect, and he has proved himself in every way one of the very foremost and most useful citizens of his adopted country, the people generally of which will wish him many years of comparative relaxation from the arduous work he has carried on for so many years.

E. W. Beatty's appointment to the presidency did not come in the nature of a surprise, except possibly as to its date. For a considerable time he has been looked on as Lord Shaughnessy's logical successor. Some newspapers have referred to his career as a meteoric one. It is nothing of the kind. He has risen, rapidly, it is true, and at a comparatively early age, to the greatest position Canada offers, but this rise is not owing to luck, or anything of a meteoric nature, but simply to sheer force of ability and the possession of most undoubted qualifications.

The C.P.R. has passed through three stages in its career, the first, its inception and early financing, etc., under George Stephen; the second, the construction of its transcontinental line and a number of branches, the establishment of ocean steamship lines, the creation of world wide traffic connections, and the policy of retaining all earning powers in its own hands, under Van Horne; the third, the building of extensions and more feeding lines, the extension of its traffic connections, the development of its lands and the placing of its finances in an unassailable position, under Shaughnessy. Now it enters on its fourth stage, in which its relations to the public and the question of its future as an independent privately owned line, or as a part of a great government system, will be very much to the fore. For dealing with these questions, as well as with the general administration of the immense property, Mr. Beatty is most thoroughly equipped.

Grant Hall's continued promotions, since he first entered C.P.R. service, have been amply justified. He leaves the direct control of the western lines with a splendid record of successful administration and is amply equipped for the larger responsibilities which have been given him.

The changes in executive positions have resulted in several others, which are detailed on other pages of this issue, and have opened the door of opportunity for a number of other officials who have well earned their promotions.

Sir George Bury's retirement from railway service at the early age of 52 is much to be regretted. He is unquestionably a very able operating man, and, unless his state of health prevents, he should have many useful years before him.

The Eastern Canadian Passenger Association met in Montreal, Oct. 8, under the presidency of A. J. Parr, General Freight and Passenger Agent, Timiskaming & Northern Ontario Ry. A. Miller, who had been General Agent, New York Central Rd., at Montreal, and who has been appointed General Agent at Albany, N.Y., resigned the chairmanship of the Association.

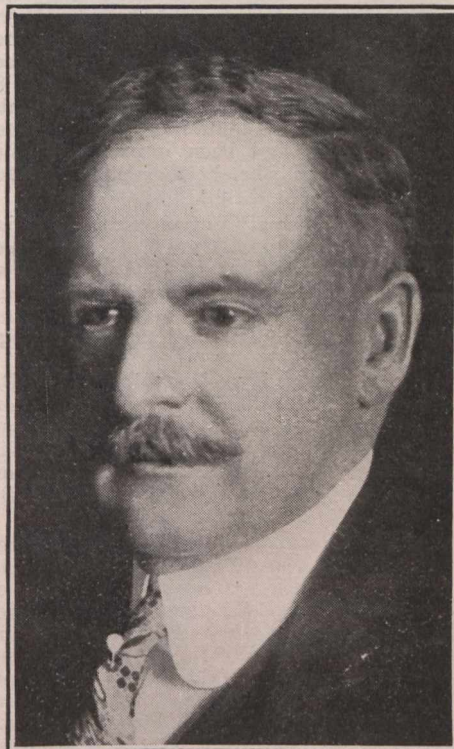
## Railway Finance, Meetings, Etc.

**Grand Trunk Ry.**—A London, Eng., cable stated, Oct. 6, that it was announced there that the G.T.R. directors were unable to pay dividends on the guaranteed or preference stock out of the net earnings for the half year ended June 30.

**Grand Trunk Pacific Ry.**—The directors for the current year elected at the recent annual meeting, are:—A. W. Smithers,



Grant Hall,  
Vice President, Canadian Pacific Railway.



Sir George Bury  
Who has retired from the Vice Presidency of the  
Canadian Pacific Railway.

Chairman; H. G. Kelley, President; W. H. Biggar, Vice President and General Counsel; Frank Scott, Vice President and Treasurer; J. E. Dalrymple, Vice President (Traffic); W. H. Ardley, Comptroller; Sir H. M. Jackson, Sir W. L. Young, J. A. Clutton-Brock, Hon. R. Dandurand, Jules Hone, E. J. Chamberlin, J. B. Fraser and P. McAra. W. P. Hinton is Vice President and General Manager.

**Moncton & Buctouche Ry.**—A meeting

of shareholders for transacting all business necessary to consummate the sale of all the real and personal property belonging to the railway, was called to be held in Moncton, N.B., Oct. 8, but was adjourned until Oct. 15.

The M. & B. Ry. is one of the branch lines for acquiring which provision was made by the Dominion Parliament at its last session. The amount voted by parliament for the purchase of this line was \$70,000. The company's history was given in Canadian Railway and Marine World for July, on pg. 280.

**Temiscouata Ry.**—Gross earnings for July, \$36,014; operating expenses, \$25,622; net earnings, \$10,392.

**Thousand Islands Ry.**—The annual meeting was held at Gananoque, Ont., Oct. 4. The officers for the current year are: E. W. Rathbun, President; H. W. Cooper, Manager; J. H. Valteau, Secretary and Treasurer.

**Timiskaming & Northern Ontario Ry.**—Passenger receipts for August, \$64,298.36; freight receipts, \$171,875.53; total receipts, \$235,173.89, against \$61,955.09, passenger receipts; \$117,419.45, freight receipts; \$179,374.54, total receipts for Aug., 1917.

## Freight and Passenger Traffic Notes.

The last boat of the season from Farcross for Atlin, B.C., left the former point Oct. 28, carrying passengers who had left Vancouver Oct. 19.

The Edmonton, Dunvegan & British Columbia Ry. will, it is reported, inaugurate a through train service from Edmonton to Grand Prairie, Alta., Nov. 1.

The St. John's, Nfld., Board of Trade has taken up with the Reid Newfoundland Co. and the Newfoundland Government, the question of the increased rates on the company's railway, which came into force Oct. 5.

The Canadian Northern Ry. has discontinued operating a local train between Winnipeg and Emerson, Man., leaving this traffic to the Great Northern Ry., which operates over the branch under an agreement.

The Grand Trunk Pacific Ry., in order to meet the wishes of the Canadian Railway War Board regarding the conservation of fuel, has discontinued for the winter operating parlor-observation cars between Winnipeg and Edmonton.

The Grand Trunk Pacific Ry. has begun operating its trains, both east and west bound, into the C.P.R. station at Saskatoon, thus eliminating the transfer from South Saskatoon into the city. The C.P.R. station thus becomes a union station for both railways, and South Saskatoon is discontinued as a ticketing station.

The Victoria, B.C., Board of Trade, on Oct. 3, discussed the stoppage of the running of the C.P.R. steamship to the mainland on Sunday nights, and a suggestion was made that if it was absolutely necessary to suspend the service one night in the week, Saturday night would be a more convenient night than Sunday for cutting the service.

The C.P.R. has completed arrangements for the sale of through tickets from points on its line to points on the Edmonton, Dunvegan & British Columbia Ry. Baggage may be checked through to provide for their own transfer between the stations of the two companies in Edmonton. These stations are about a mile apart, and there is street car connection between them.