

to 1885 freight department Northern and Northwestern Ry.; 1885 to 1887, Superintendent's office and other departments G.T.R.; Sept., 1887 to 1902, C.P.R. service at Vancouver, acting successively as ticket agent, district passenger agent, and executive agent.

W. E. Mullens, who has been appointed Superintendent of Transportation on the Central Vermont Ry., was born in Stratford, Ont., Aug. 13, 1870, and entered railway service on the G.T.R. July, 1887, being employed in the freight and passenger departments until 1891, since which his record has been:—1891 to 1893, assistant Mechanical Superintendent's office, London, Ont.; 1893 to 1897, assistant, Superintendent's office, London, Ont.; 1897 to 1899, chief clerk to Superintendent, middle division, Toronto; 1899 to 1902, secretary to the Vice-President and General Manager Central Vermont Ry.

Jas. A. Sheffield, who recently resigned as Superintendent of C.P.R. Sleeping, Dining and Parlor Cars and Hotels, was born in Columbus, Ohio, Mar. 16, 1845, and entered the service of the Pullman Palace Car Co., 1878, in charge of sleeping and hotel cars on Pennsylvania Rd., between Chicago and New York, since which he has been consecutively 1880 to 1884 in charge of dining cars Chicago, Milwaukee and St. Paul Ry., 1885 to 1887 with same road on construction Kansas City extension from Ottumwa, Ia., to Kansas City, Mo.; 1888 to 1902, Superintendent Sleeping, Dining and Parlor Cars and Hotels, C.P.R.

The completion of Sir Thos. Shaughnessy's handsome summer home at St. Andrews, N.B., is rapidly progressing. The house is to be called Fort Tipperary, and stands on historic ground, the fort having been established soon after the troubles of 1812. The blockhouse, which occupied a portion of the site, and which has been removed, was built of hewn pine logs, 12 ins. thick, piled one over the other, and secured together with wooden pins. Loopholes for guns were provided along the walls. In the debris of the fort were found many ancient coins and other articles of the olden time, all of which are to be put in a case and presented to Sir Thomas by the contractor.

J. W. Smith, who has been appointed Purchasing Agent and General Storekeeper of the Canada Atlantic Ry., also Chief Clerk to the General Manager, was born in St. Albans, Vt., some 36 years ago. For a number of years he was Chief Clerk to General Manager Chamberlin, of the Canada Atlantic, and also acted as Purchasing Agent. In April last, when it was expected that Dr. Seward Webb, President of the Rutland Rd., would obtain control of the Canada Atlantic, Mr. Smith was appointed Purchasing Agent of the Rutland, and Chief Clerk to the President, and subsequently the duties of General Storekeeper were added. It was generally understood that if the affairs of the Canada Atlantic passed under Dr. Webb's control Mr. Smith would also act as Purchasing Agent for that line also.

A. B. Atwater, who recently resigned the Assistant General Superintendency of the Michigan Central Rd., was born in Sheffield, Ohio, Nov. 1845, and entered railway service 1864 as telegraph operator Cleveland and Erie Ry., since which he has been consecutively Oct., 1865, to June, 1885, in engineering service Jamestown division, same road; resident engineer of construction, Canada Southern Ry.; assistant engineer, Port Dover and Lake Huron Ry.; Chief Engineer, Stratford and Huron Ry.; Superintendent, Port



CANADIAN PACIFIC RAILWAY MOTOR CAR FOR USE ON THE MOUNTAIN SECTION.

Dover and Lake Huron Ry.; General Superintendent, Georgian Bay and Lake Huron division, G.T.R.; Chief Engineer, Chicago and Grand Trunk Ry.; June, 1885, to July, 1898, Superintendent G.T.R. lines west of Detroit; July, 1898, to July, 1902, Assistant General Superintendent, Michigan Central Rd., at Detroit.

F. W. Salsbury, who has been appointed District Freight and Passenger Agent for the C.P.R. and subsidiary lines, was born in Ann Arbor, Mich., 1862 and entered the service of the Wabash Rd. in 1880 as freight clerk at Toledo, Ohio, Detroit, Mich., and Chicago, Ill., thence with Superintendent Transportation same road at St. Louis, Mo., his subsequent record being:—1885 to 1886, Traveling Freight Agent, New York, West Shore, and Buffalo Ry., in Michigan and Ohio; 1886 to 1887, General Agent Michigan and Ohio Rd. (now Big Four System); 1887 to 1888, with construction department, Duluth South Shore and Atlantic Rd.; 1888 to 1890 Travelling Freight Agent and chief clerk, General Freight Department same road; 1890 to 1891, General Freight and Passenger Agent, Cincinnati, Saginaw, and Mackinaw Rd. (now G.T.R.); 1891 to 1893, chief clerk, General Freight Department D.S. & A. Ry.; 1893, to July 1st, 1902, Commercial Agent, C.P.R. and affiliated Lines at Pittsburg.

T. W. Goulding, who has recently been promoted from the position of local manager of the Western Union Telegraph Co. and the Great Northwestern Telegraph Co. at Vancouver, B.C., to be superintendent of the second district of the Pacific division, lately created by the W.U.T. Co., with headquarters at Seattle, Wash., was born in England, April 2, 1863. He entered the telegraph service as a messenger for the G.N.W. Telegraph Co. at Winnipeg, in 1877. Becoming an operator he went to St. Paul, Minn., in 1880, but later returned to Winnipeg, rejoining his old interests, where, in quick succession, he was promoted to the positions of

chief operator, manager and acting superintendent. For a few years thereafter he was in the employ of the C.P.R. Telegraphs, still at Winnipeg, when he was sent to Vancouver in 1895. In 1897 he was made manager for a few months of the office at Nelson, B.C., afterwards returning to Vancouver. On the advent of the W.U.T. Co. to British Columbia he was appointed manager, in 1898, of the joint interests of the two companies as stated above, a position he has held until his recent promotion.—Telegraph Age.

H. V. Harris, whose portrait is given on page 257, was born in Devonport, Eng., Jan. 16, 1857. He went to Montreal with his parents in Oct., 1867, entered railway service with the G.T.R., on Feb. 7, 1870, and continued with that Co. in clerical capacities until Sept., 1878. For the following five years he was with the Louisville & Nashville as Chief Clerk to the General Manager, and then for three years Assistant to the General Manager of the Texas & St. Louis, now the St. Louis Southwestern. He served for one year as Purchasing Agent and Assistant Superintendent of the St. Louis, Kansas City & Colorado during its building. Then for three years as Purchasing Agent and Assistant to the General Manager of the Louisville Southern. For two years he was with the Louisville Terminal, first as Superintendent and later as Receiver. Two years additional were spent as Fuel Agent and Chief Clerk to the General Superintendent of the Chesapeake, Ohio & Southwestern, and then for five years he was General Manager of the Breckenridge Cannel Coal Co., and of the Breckenridge Short Line, both mines and railway being now abandoned. He was appointed General Manager of the Midland Ry. of Nova Scotia, Sept. 14, 1900.

J. W. Mackay, President of the Commercial Cable Co., of the Postal Telegraph Co., and of the company which purposes to lay a cable from San Francisco via Honolulu to the Philippines; Director of the C.P.R., of the