

to do with the time when he was a ticket-seller on the Glasgow & Kilmarnock Ry. An old lady presented herself before his wicket to buy a ticket to Glasgow.

"And sae ye're Janet Blair's boy?" said she.

"Aye," he assured her; "she's my mither."

"Weel, weel," mused the old lady, "a fine-lookin' woman is Janet Blair—but, lawks, ye're no a bit like her."

Looks, however, are only skin deep, and one need not be long in Mr. Hanna's company to find that his smile reveals a winsome personality, and his laugh a deep well of good spirits. Men who have travelled with him when the restraints of business have been relaxed find in him a prince of good fellows, an excellent story teller, and, what is just as much to the point, an appreciative listener. At the proper time, too, he can sing a Scotch song with almost as good effect as Harry Lauder, minus, of course, the theatrical trappings.

This vocal gift is, perhaps, the one unique feature about D. B. Hanna on which his biographer will be able to seize with particular satisfaction. It affords just that delightful little bit of contrast that is so essential to a good pen portrait. When the young Scotchman landed in Portage la Prairie his abilities in this direction were early recognized, and he was inveigled into taking charge of the choir in the Presbyterian church. His career as choirmaster is historic—it is inseparable from the story of his life. Whatever else may be forgotten, no one who attempts to outline his life omits this experience. Associated with it is the story of his discovery of Miss Edith Miller, the talented Canadian prima donna, who was a member of his choir, and who owes not a little of her success to his encouragement.

While Mr. Hanna no longer sings in a church choir, he has by no means lost his voice or his love for music. He is a regular attendant at Massey Hall concerts, and is Vice-President of the National Chorus. At the memorable banquet tendered to Sir William Mackenzie in Halifax on the occasion of the arrival of the first Canadian Northern liner from Bristol, he was present, and made one of the best speeches of the evening. Later on it was softly whispered that he had a very sweet voice, and that he was equally at home singing a hymn or a love song. There was a cry for a song from him, the doors being barred to prevent an escape. When he found there was no way to avoid it he surrendered, and delighted the crowd by singing that sweet little Scotch ballad, "I Love a Lassie." He was encored time and again. After it was over a mild mannered old Presbyterian was heard to say: "My! I would dearly love to hear him sing 'A Few More Years Shall Roll.'"

It was in connection with this incident, Mr. Hanna avers, that he had the most amusing experience in his life. He had retired in the small hours of the night, and was just getting to sleep, when the telephone in his room rang. He answered it, and found, as so often happens, that the voice at the other end of the line belonged to a man who had some favor to ask. This individual prefaced his request by saying: "I'm afraid you don't know me, Mr. Hanna, but I heard you sing to-night." Surely this was a tribute to his abilities as a singer.

Mr. Hanna can be termed neither a sport nor a club man. While he is a member of some dozen clubs in Toronto, Ottawa, Winnipeg and elsewhere, he prefers the comforts and pleasures of home life to the best that any club can afford. You

may see him lunching any day at the Albany or the National or the Toronto, but once the day's work is over he is off in one of his motors to his home in Rosedale, where he dines en famille and spends the evening reading or playing billiards with any friend who may chance to drop in.

He is a solid type of citizen, this big Scotch-Canadian, to whose speech the burr of his native land still clings tenaciously. His success has been due not so much to any brilliant series of achievements as to steady, conscientious work, involving a mastery of detail that would appal most minds. Couple with this those other qualities of heart and mind which have endeared him to a wide circle of friends and you have a character worthy to be pointed out as a fitting example for the rising generation.—W. A. Craick.

Traffic Orders by the Board of Railway Commissioners.

Standard Freight Tariffs.

General order 249. Aug. 31. Re application of undermentioned railway companies for approval of their standard freight tariffs of maximum mileage tolls. The said freight tariffs having been filed on the basis prescribed by order in council, 1863, July 27, 1918, it is ordered that the following tariffs be approved; the rate scales of the said tariffs to be published in at least two consecutive weekly issues of the Canada Gazette and preceded by the following notice:—"The undermentioned standard freight tariffs having been filed for the approval of the Board of Railway Commissioners for Canada, and being found by the board to be in accordance with order in council approved by general order of the board no. 249, August 31, 1918, the rate scales thereof are hereby published as required by sec. 327 of the Railway Act."

C.R.C. No.

Algoma Central & Hudson Bay	478
Algoma Eastern Ry.	223
Atlantic, Quebec & Western Ry.	26
Boston & Maine Rd.	1908
Canadian Northern Ry.	W1132
Canadian Northern Ry.	E1102
Canadian Pacific Ry.	W2392
Canadian Pacific Ry.	E3543
Central Vermont Ry.	1295
Dominion Atlantic Ry.	576
Edmonton, Dunvegan & British Columbia Ry.	86
Essex Terminal Ry.	484
Esquimalt & Nanaimo Ry.	402
Glengarry & Stormont Ry.	93
Grand Trunk Ry.	E3957
Grand Trunk Pacific Ry.	298
Great Northern Ry.—	
Manitoba, Great Northern Ry.	1424
Brandon, Saskatchewan & Hudson Bay Ry.	1425
Crows Nest Southern Ry.	1423
New Westminster Southern Ry.)
Nelson & Fort Sheppard Ry.)
Vancouver, Victoria & Eastern Ry. (&.)	1430
Navigation Co.)
Red Mountain Ry.)
Kettle Valley Ry.)
Victoria & Sidney Ry.	V54
Halifax & South Western Ry.	F64
Kettle Valley Ry.	174
Maine Central Rd.	C1566
Michigan Central Rd.	2812
Naperville Junction Ry.	198
New York Central Rd.	1650
New York Central Rd.	1681
Pere Marquette Ry.	2215
Quebec, Montreal & Southern Ry.	661
Quebec Oriental Ry.	37
Temiscouata Ry.	328
Toronto, Hamilton & Buffalo Ry.	1227

Interswitching of Freight Traffic.

General order 250, Sept. 16.—Re general order 230, May 17, 1918, in matter of freight traffic, and general order 243, July 25, 1918, postponing effective date of general order 230 until Oct. 1, 1918. Upon reading what is filed by the Canadian Manufacturers' Association, and upon its request for further postponement of the effective date of general order 230, it is ordered that the effective date of

general order 230 be further postponed until Nov., 1918.

Rates on Caps and Hats.

27550. Aug. 1.—Re complaint of David Spencer Limited, Vancouver, against the interpretation placed by railway companies on item 240, page 59, Canadian freight Association Westbound Tariff no. 1, reading inter alia "Hats and caps (other than millinery) taking first class rating in current Canadian Freight Classification as applied to shipments of women's hats with plain band and binding only from Eastern Canada to Vancouver. Upon hearing the complaint at Vancouver, June 6, the complainant, the Canadian Pacific, Canadian Northern, and the Grand Trunk Pacific Railways being represented, and upon reading the report of the board's Chief Traffic Officer, it is declared that the proper rates on the shipments in question were the rates appearing in item 240 of Canadian Freight Association's Westbound Tariff no. 1, effective Sept. 20, 1916.

Service on Private Siding.

27522. Aug. 26.—Re application of New Minas Fruit Co. of White Rock, N.S., for an order directing the Dominion Atlantic service on the applicant company's siding without any charge in excess of the regular freight rates and that the railway return charges unjustly collected for the upkeep of the siding. Upon hearing the application at Kentville, N.S., July 4, in the presence of counsel for the applicant company and the railway company, and upon its appearing that the board is without jurisdiction in the matter, it is ordered that the application be dismissed.

North Mountain Ry. Passenger Tariff.

27702. Granting application of Dominion Atlantic Ry. Co. for approval of Standard Passenger Tariff C.R.C. 1 of North Mountain Ry. on the basis of 3.45c a mile.

Canadian Northern Ry. Rates on Wood Pulp.

27568. Aug. 16. Re complaint of Minnesota & Ontario Power Co., of International Falls, Minn., against increased rates on pulpwood from Canadian Northern Ry. stations to International Falls, as shown in C.N.R. tariff W-2051, C.R.C. W-1101, effective May 18, 1918: Upon hearing the complaint at Fort Frances, June 18, the complainant and the C.N.R. being represented, and upon the report of the board's Chief Traffic Officer, it is ordered that the complaint be dismissed.

Bills of Lading for Grain at Fort William and Port Arthur.

27,715. Sept. 27. Re complaint of Bole Grain Company, Fort William, Ont., that the C.P.R. refuses to issue bills of lading for grain weighed by the government weighing department except with the provision "Shipper's load and count." Upon hearing the complaint at Port Arthur, June 19, 1918, the Fort William and Port Arthur Grain Exchange, the Canadian Pacific, Canadian Northern and Grand Trunk Railways and the Ogilvie Flour Mills being represented, no one appearing for the complainant, and what was alleged, and upon reading the further written submissions filed, it is ordered that the complaint be dismissed.

A press report states that as a result of the disapproval by the Director General of United States Railroads of railways operating over leased lines, it is probable that the Wabash Rd. may have to cease operating in Canada. The Wabash operates over the Grand Trunk Ry.'s old air line under a lease which expires in 1919.