

he went to Canada, where he was engaged in charge of railway construction work in various districts. Among his undertakings were the charge of an exploration & surveying party in Manitoba for the C.P.R., & engineer in charge of the Prince Edward Island Ry., & of the construction & maintenance of the harbors & lighthouses of that province. The study of railway law occupied his attention in the late seventies, & in 1882 he was appointed Chief Engineer of the Canada Southern Ry., where he carried out important works, including the construction of the docks & approaches for the ferry crossing conveying the trains over the Detroit River, & the surveys & selection of site for the cantilever bridge across the Niagara gorge. As a contractor he undertook the construction of an important branch line to connect with the bridge. From 1884 to 1886 he was assistant to the Manager of Construction of the Rocky Mountain division of the C.P.R., & spent two years among the mountains on construction work. It was there that he had the peculiar, not to say thrilling, experience of watching avalanches coming down the mountains, in order that he might determine the parts of the railway to be protected by avalanche sheds. After more contracting work he became city engineer of Toronto, & in that capacity he, in 1891, visited various places in the U.S. & reported on methods of tramway traction. On his recommendation the electric system was adopted. In 1892 he was appointed chief engineer for the conversion of the Montreal street railways to the electric system, & a year later he became manager as well as engineer. This system consists of 85 miles of track & runs about 250 cars per day. Mr. Cunningham held this position till 1897, when he came to Birmingham for the purpose of carrying out the conversion of the system there to electricity &

occupied the position of Managing Director of the Co. The well known dog in the manager policy of the municipality, however, effectively throttled the proposed improvements, but Mr. Cunningham reconstructed the cable tramway power station so that the cost of working was largely reduced, & made other improvements & managed the service so as to markedly increase the net earnings of the Company. Mr. Cunningham is a member of the Institution of Civil Engineers & of the Canadian Society of Civil Engineers. It will thus be seen that the Central London Ry Co. has in him secured a man of most varied experience in the profession, & that his great knowledge both of railway & tramway working should be of much benefit to the Co."

#### The G. T. R. Traffic Manager.

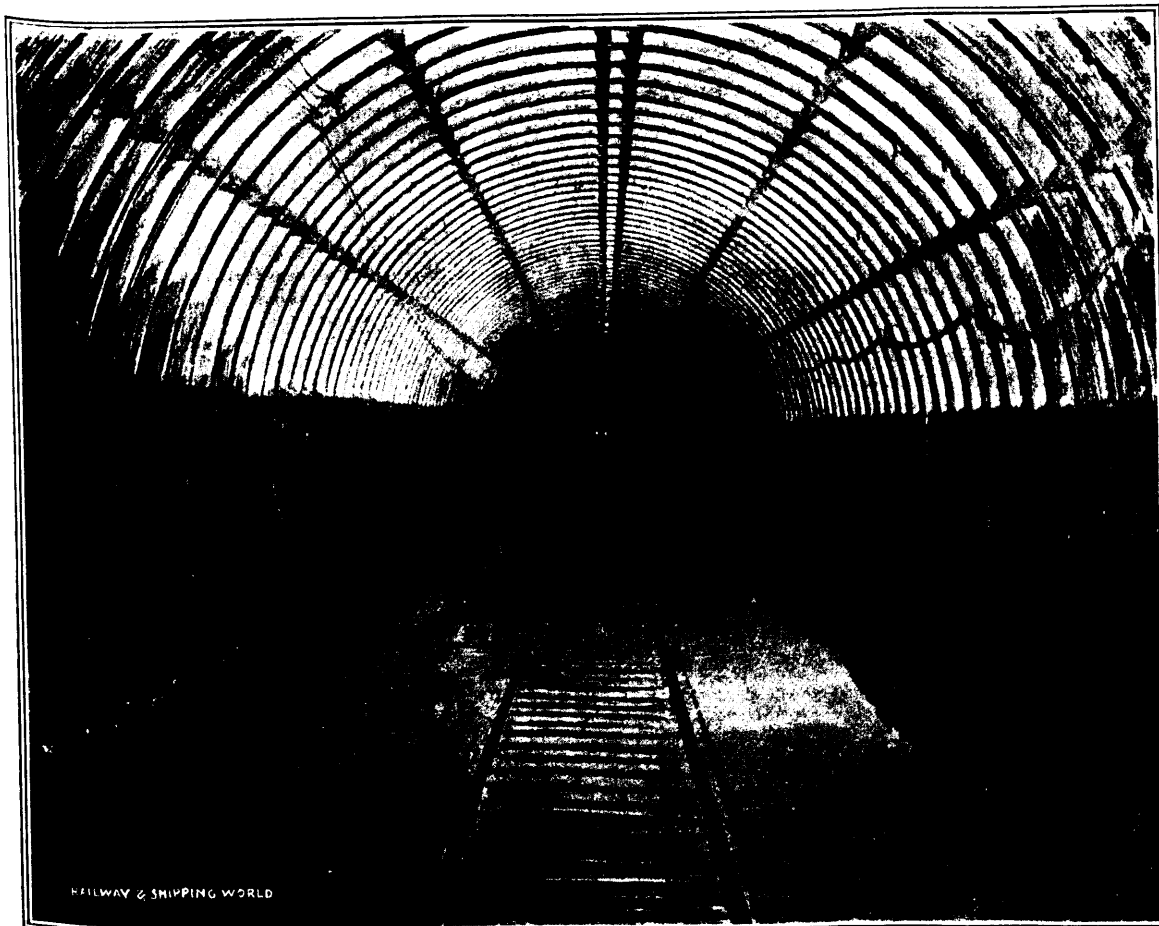
George Bell Reeve, whose portrait appears on page 1 of this issue, was born in Surrey, Eng., Oct. 23, 1840. He came to Canada in 1860, since May of which year he has continuously been in the service of the G.T.R. According to the official record reproduced by Morgan, he served in the capacity of Freight Clerk at Belleville until 1862, & as telegraph operator from 1862 to 1863, when he was appointed train despatcher, continuing in that position until 1865, when he became relieving agent. In 1866 he was appointed agent at Parkhill & remained there until 1873, when he was appointed Assistant General Freight Agent, with headquarters at Montreal. In 1874 he was removed to Toronto in charge of the Western district, & in 1876 to Sherbrooke in charge of the Eastern district. In 1878 he again made his headquarters at Montreal. In 1881, when the Chicago & G.T. Ry. was completed to Chicago, Mr. Reeve was appointed

Traffic Manager, & in 1890, when the Cincinnati, Saginaw, & Mackinaw Ry. was acquired in the interest of the G.T., its traffic affairs were also placed under Mr. Reeve. In Feb., 1896, he was appointed General Traffic Manager of the G.T.R. system, with headquarters at Montreal, & in 1899, on the acquisition of the Central Vermont Ry. by the G.T., he was given the additional position of General Traffic Manager of that line. Mr. Reeve is a member of the Church of England. He was married in 1865 to Miss Alice Jones, of Warwick. He resides in the Prince of Wales Terrace, Montreal, & is a member of the St. James Club, the New York Club, etc. Early in Jan. it was reported in Montreal that Mr. Reeve was about to retire from railway life & take up his residence in California. When confronted with the story on his return to Montreal from the west, he smiled, & said he was very much obliged to the person responsible for the story. While admitting that he was building in California, he would not confirm the statement that his intentions were identical with those of the rumour.

#### Photographing St. Clair Tunnel.

Officials of the G.T.R. have recently succeeded in obtaining a flashlight photograph of the interior of the Sarnia tunnel from portal to portal. Numerous photographers from different parts of America have repeatedly tried to take one, but hitherto without success, & in the recent instance some half dozen experiments had to be made before the view was obtained. A set of large flashlight lamps were made in New York for the purpose, & a car arranged with the taking machine & flashlight apparatus was brought into requisition, from which the experiments were made.

In the history of moving pictures this was the first attempt to obtain a flashlight picture of a tunnel through which an engine & car were flying at the rate of 30 miles an hour. The experiment was only by way of trial for the first few trips, to see what could be done, & results demonstrated the possibility of perfect pictures on a complete scale such as is required for the biograph. The gondola car on which the working machines were placed was fitted up with a specially arranged outfit. A small house was built on the right, in front of the car in which were arranged the four powerful flashlight machines. The machines were connected with the compressed air on the locomotive, with attachments on the tubing to regulate the air which forced the magnesium powder from the powder chambers of the flashlight apparatus, out through an aperture, across a flame of alcohol, where it ignited & gave forth a great light of pure white & brilliancy, & with parabolic reflectors placed behind the flame, the light was



FLASH LIGHT PHOTOGRAPH OF INTERIOR OF ST. CLAIR TUNNEL GRAND TRUNK RAILWAY SYSTEM.