

who now represents the Great Eastern line at Detroit, was European Freight Agent of the G.T.R. at Liverpool, the freight department has not been specially represented in Europe, although its interests have been looked after by W. Cuthbertson, who also represents the Co.'s passenger department and the Canadian Express Co. at Liverpool.

W. D. Robb, who has recently been appointed acting Superintendent of Motive Power, G.T.R., was born at Longueuil, Que., Sept. 21, 1857. He entered railway service as a machinist's apprentice in the G.T.R. shops at Montreal in 1873, and became charge hand in the erecting shops of the works July, 1882, remaining in that position until Jan., 1883, since which his record has been: July, 1883, to Aug., 1883, night roundhouse foreman at Montreal; Aug., 1883, to Jan., 1897, locomotive foreman at Belleville; Jan., 1897, to July, 1901, Master Mechanic at Toronto.

J. M. Lyons, whose portrait appears on page 225, was born at Halifax, N.S., July 1, 1850, and entered railway service 1870, as clerk on the audit staff of the Nova Scotia Ry. Two years later he was appointed first clerk in the audit department of the I.C.R. at Moncton, N.B., holding that position until 1874, since which time his record has been: 1874 to 1876, assistant agent same road at Halifax, N.S.; 1876 to 1881, chief clerk of accounts in connection with the interchange of traffic between the I.C.R. and the G.T.R. at Riviere du Loup and Chaudiere Jct.; 1881 to Nov., 1892, assistant to General Passenger and Ticket Agent, I.C.R.; Nov., 1892 to date, General Passenger and Ticket Agent same road.

Wm. Cotter, recently appointed General Superintendent of the St. Louis, Iron Mountain and Southern Rd., is a native of Bloomington, Ill., and is 43 years old. His first railway experience was with the Chicago & Alton as night operator in 1873. He then went to the St. Louis, Iron Mountain & Southern, and was soon promoted to be train despatcher and later trainmaster. He left this Co. in 1882 to go to the Chicago, Milwaukee & St. Paul as train despatcher, and after remaining there one year took a similar position on the Wabash. The next year (1884) he was made Chief Train Despatcher. In July, 1896, he went to the G.T.R. as Superintendent of the Eastern Division, and was transferred to the Western Division in 1899.

J. A. Fillmore, who recently resigned the position of manager of the Pacific system of the Southern Pacific Co., is reported to have said in an interview that his retirement had been under consideration for several months. He added: "President Hays and myself have made an arrangement that is satisfactory to both of us. In fact, I have a verbal arrangement with him as to the future of myself that shows a fair and just spirit on his part to me. I am not at liberty to divulge its nature. The relations between President Hays and myself are of the friendliest character." Mr. Fill-

more has been at the head of the operating department of the Southern Pacific on the Pacific coast for 19 years. He is 56 years of age, and entered railway service at the age of 21 as a brakeman on the Delaware, Lackawanna and Western.

W. B. Bulling, recently appointed Assistant Freight Traffic Manager of the C.P.R. Eastern Lines, was born in Montreal in 1858, and his first railway experience was with the G.T.R., which service he entered in 1872 in that city. He resigned in 1880 to accept a position with the Chicago and North-Western Rd. in Chicago, in which employ he remained, however, only a short time, returning to the staff of the G.T.R. In 1883 he was appointed Chief Clerk of the general freight department of the C.P.R.; in 1889 he was appointed District Freight Agent, and in 1892 General Freight Agent of the Eastern Division, which position he occupied until appointed, on July 1 last, Assistant Freight Traffic Manager of Eastern Lines, comprising all lines of the C.P.R. east of Fort William and Detroit to Quebec and St. John, N.B.

The Railway and Engineering Review says: "Promotions from the motive power department into the higher operating departments have been so rare as to call for especial comment. The new century seems inclined to develop a tendency in this direction, as evidenced by the cases of Mr. Potter, of the Pennsylvania, and Mr. Delano, of the Burlington, followed closely by that of Mr. Morse, of the Grand Trunk. The announcement has just been made of the appointment of the latter gentleman as Third Vice-President in charge of the transportation, motive power and car departments, and to act as Assistant General Manager from time to time. It looks as though the subject of co-ordination of the different departments of railway service was beginning to receive something of the attention which its importance merits."

Early in June a number of daily papers published the following despatch from Montreal: "A young French-Canadian named Godefroid Malette, who has been appointed Chief Mechanic of the C.P.R., has risen from the ranks by hard work. He is only 28 years old and had no education when he arrived in Montreal 14 years ago. He served as an apprentice in the C.P.R. workshop, and then was given a passenger locomotive. A few years later he was named inspector, and now he is Chief Mechanic, with a salary of \$8,000 a year." It is almost needless to say that there is no such position as Chief Mechanic. It is alleged that Malette got a French newspaper to publish the story. He became engaged to a young girl of good family and would probably have married her if his story had not been proved to be false. He is also said to have borrowed money on the strength of the appointment and detectives are on the lookout for him.

E. R. Bremner, recently appointed Assistant General Freight Agent of the Canada Atlantic Ry., was born in Toronto Sept. 29,



BARRETT TRACK JACK

Recommended as a Standard by
The Roadmasters' Association of
America

Adopted by all the Leading Rail-
roads in the United States and
Canada

Manufactured exclusively by

THE DUFF MANF'G CO.

OFFICE:

Pittsburg, Pa.

WORKS:

Allegheny, Pa.

Catalogue upon application.

STEEL, PEECH & TOZER,
LIMITED,

SHEFFIELD, ENGLAND.

**STEEL AXLES, TYRES, AND
SPRING STEEL.**

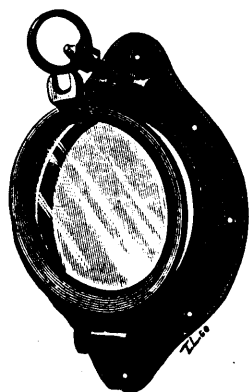
"PHOENIX" Loco. Spring Steel is the
accepted Standard in Canada.

SOLE AGENTS:

James Hutton & Co., Montreal.

Career and Character of Abraham Lincoln.

An address by Joseph Choate, Ambassador to Great Britain, on the career and character of Abraham Lincoln—his early life—his early struggles with the world—his character as developed in the later years of his life and his administration, which placed his name so high on the world's roll of honor and fame, has been published by the Chicago, Milwaukee & St. Paul Railway, and may be had by sending six (6) cents in postage to F. A. Miller, General Passenger Agent, Chicago, Ill.



**Ship Lamps, Head Lights,
Railway Signals and Lamps.**

COTTON WASTE—All Grades.

Write for Catalogue.

The N. L. Piper Railway Supply Co.,

MANUFACTURERS,

314 Front Street West, - TORONTO.

