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CHARACTER SKETCH.

CHAS. E. A. CARR.

MANAGER AND TREASURER LONDON STREET RAILWAY CO.

"Either I will find a way or make it. —Norseman Motto.

"To let you know that I live"—a favorite expression, which might properly be employed as a motto by him—affords an index to one phase of character in the personality of Manager Carr, which explains the phenomenally rapid rise of this bright young Canadian, to the trusted and responsible position which he holds to-day, and which, all who know him well, regard as a stepping-stone to higher honors in the broad field of railway enterprise. Mr. Carr is not to the manner born. It cannot be said that he grew up with a railway, or in a railway office. His advancement is due to sheer natural merit

and adaptability, and the intuitive recognition of these qualities by Mr. H. A. Everett, of Cleveland, O., the well-known street railway promoter, whose interests are identified with great railway corporations in nearly every large city in the United States and Canada.

Sir John A. Macdonald was wont to say that his greatest discovery was Sir John Thompson. It was Mr. Everett who discovered Mr. Carr, while the latter was employed as a clerk in the City Engineer's office in Toronto, and Mr. Everett claims him as one of his ablest and most trusted associates to-day—one of his best finds.

Mr. Carr was born Feb. 8th, 1870, a little over 24 years ago, on his father's farm near Barrie, in Simcoe County, Ontario, and he received his early education in the public schools of that town. When sixteen years of age he came to Toronto and passed through a three years' course in one of the leading commercial colleges. An initial experience in practical office work in the "Mail Order" department of the T. Eaton Co. lasted but a few weeks, when he accepted a position in the office of W. T. Jennings, then City Engineer of Toronto.

Mr. Carr's active career may be said to date from that time. His genial frankness and manly sociability soon made him one of the most popular attaches of the office, and a conscientious fidelity to duty, combined with an exceptionally high order of ability, won him the confidence and generous approbation of his superiors in office. During his stay of nearly three years at the City Hall, Mr. Carr acquired a thorough general insight into routine work in one of the most important branches of the municipal service, and a practical knowledge of civil engineering.

The investigations for the transfer of the Street Railway from the Frank Smith Company to the city, which was chiefly carried on through the City Engineer's office, was brought on while Mr. Carr was connected with the department, and first brought him into familiar association with street railway matters. He was one of the party of City Hall attaches delegated to make the memorable midnight demand for the surrender of the railway to the city on April 30, 1891. Later in the summer of that year,

when the railway was turned over by the city to the present company, Mr. Carr was assigned to checking over the stock, tools and equipment, which went with the transfer.

In January, 1893, Mr. Carr left the employ of the city to accept the position of private secretary to Mr. H. A. Everett, then vice-president and general manager of the Toronto Railway Co., and shortly afterwards the greater portion of the Toronto Railway system was converted from horse to electric power. During this time and through 1894, Mr. Carr acquired the practical experience in the installation and operation of an electric railway, which he is now putting to good account in the London Street Railway system.

His appointment as manager and treasurer of the London Street Railway Company was made Feb. 11, this year, and he is now engaged on the conversion of that railway from horse to electric power, negotiations having been going on between the Company and the city of London for some months.

The new system in London will cover over 13 miles of streets within the city limits, and will also include an extension of the line to Springbank, a delightful summer resort on the River Thames, some three miles below the city, popularly known as the Water Works Park, and which is visited by many thousands every season.

In railway circles Mr. Carr bears the distinction of being the youngest railway manager in America, and his success affords a present illustration of the prominent place occupied by young men in business, as well as in many other walks of life. But it is with Mr. Carr, as with everyone who would succeed in life, be they young or old, a definite and earnest purpose must follow them in everything that they do.

Those who best know this young street

railway manager know that "he lives," and those whose business dealings are kept in touch with his taciturn energy and enterprise, are quick to perceive why he has made a success, even in his short life-time, of whatever he has put his hand to.

Mr. Carr is married and an active member of the Methodist church, and though but twenty-four years of age, has already won a measure of self-made financial success, which would be reckoned remarkable, gauged even by modern ideas of affluence.



MR. CHAS. E. A. CARR.

A NEW contrivance for scraping boiler tubes has been introduced in Australia. Hitherto the appliances in general use have been worked by spring expansion, and are soon rendered useless. The new scraper works on a hinge, which is closed as the cleaner is pushed into the tube. In the act of drawing out, the hinge is opened, and two disks, which can be gauged to fit any tube, are thrown out. These disks fit so closely to the inside of the tube that their passage causes the removal of all dirt and scale. It is claimed that the new apparatus is cheap, that it cleans the tubes more effectively than any other scraper, that no brushes are required with it, and that it pulls soot, etc., before it, instead of pushing it into the fire-box at the back end of the tubes. It is stated that the scraper has been found especially serviceable on board large steamers.—The Age of Steel.