

Lindsay, I.O.F., on resigning from the office of Secretary-Treasurer.

D. D. Mann, Vice-President Canadian Northern Ry., has purchased the northwest corner lot of St. George St. and Lowther Ave., Toronto, 200 ft. square for \$27,000, and will build a residence thereon.

W. F. Laing, resident engineer C.P.R., district No. 2, Winnipeg, was killed at Killarney, Man., Aug. 12, by accidentally falling in front of a gasoline motor on which he was making an inspection of his district.

R. M. Melville, general ticket agent, Toronto, and C. P. Green, chief clerk District Passenger Agent's office, G.T.R., Toronto, are provisional directors of the British Columbia Process Co. (Ltd.), a mining company.

A. J. de B. Corriveau, a promoter of the Montreal Park and Island Ry., now owned by the Montreal Street Ry., and of the Montreal and Southern Counties Ry., was killed by being run over by an electric car in Montreal, Aug. 6.

A. E. Kirkpatrick, who has been appointed professor of civil engineering at the Queen's School of Mines, Kingston, Ont., is a nephew of the late Sir G. A. Kirkpatrick, President Dominion Ex. Co., and was from 1882 to 1899 engaged on the engineering staff of the C.P.R.

T. B. Tate, who was engineer on construction of the St. Lawrence and Lake Huron Ry., the first railway in Canada, died at Ogdensburg, N.Y., Aug. 8, aged 90. R. F. Tate, resident engineer for Mackenzie, Mann & Co., Toronto, is a nephew.

R. C. Carter, General Manager Bay of Quinte Ry., Thousand Islands Ry., Oshawa Ry., and Deseronto Navigation Co., Deseronto, Ont., died suddenly in Montreal General Hospital, Aug. 22, where he had been under treatment for a couple of weeks.

W. Mackenzie, President Canadian Northern Ry., is having built a new Presbyterian Church at Kirkfield, Ont., at a cost of about \$7,000, to replace the present church, the site of which is to be added to the grounds of Mr. Mackenzie's summer residence.

J. W. Baker was presented with a gold watch by the operating staff of the Winnipeg office of the C.P.R. telegraph department, on the occasion of his recent appointment as local manager, in succession to J. Tait, appointed Assistant Superintendent.

E. G. Evans, who recently resigned his position as Superintendent and Chief Engineer of the New Brunswick Coal and Ry. Co., retains his position as Superintendent and Chief Engineer Moncton and Buctouche Ry., which he holds as representing U.S. financial interests.

Jas. Dickson, of Oelwein, Iowa, who has been visiting Winnipeg recently, was one of the mechanics engaged in the construction of the G.T.R. in its initial stages, and remained with the company until 1881, when he went to the U.S. He has now retired from active work.

B. Q. Bay, a C.P.R. inspector of bridges, Montreal, died from the effects of injuries received by a train running over him near Woodbridge, Ont., Aug. 4. Mr. Bay came to Montreal from Denmark fourteen months ago, and his body has been taken there for burial.

The charge against C. G. Polleys, President Imperial Coal Mining Co., which owns the Beersville Ry., near Moncton, N.B., for obtaining money by representing that the control of the company was held in trust by himself and a New York gentleman when it was not so held, has been dismissed.

R. Warren, postmaster at Niagara-on-the-Lake, Ont., who died there Aug. 12, was father of C. D. Warren, President of the Lake Superior Corporation, Sault Ste. Marie, Ont.,

owning the Algoma Central and Hudson Bay Ry., the Manitoulin and North Shore Ry., two electric railways, and a navigation company.

In the action brought by Mrs. Duchesney against the C.P.R. for damages caused by the death of her husband by a fall of rock in tunnel 11, Sept. 4, 1901, in the British Columbia courts, the jury found a verdict for the company. Mr. Duchesney at the time of his death was Assistant General Superintendent, Pacific Division C.P.R.

A. J. Herbert, Travelling Passenger Agent New York Central Rd., died at Montreal, after a short illness, Aug. 29. He was at one time chief clerk in the office of the District Passenger Agent, G.T.R., Toronto, was subsequently engaged in the G.T.R. city ticket office, and later on was at the company's head ticket office in Montreal.

L. V. Druce, who was recently appointed Commercial Agent G.T.R., at Seattle, Wash., was born Oct. 20, 1873, in London, Eng., and entered transportation service Aug., 1896, with the G.T.R. at Los Angeles, Cal., and was sent to Seattle, Wash., Mar., 1897, to open an office there, acting as Pacific Coast Agent until his present appointment.

W. J. Curle, who has been appointed Superintendent Brockville, Westport and Northwestern Ry., entered railway service with the G.T.R. at Brockville about 22 years ago, but for the past 20 years has been with the C.P.R., being successively car checker, telegraph operator, night agent, and outside agent, general yardmaster at Carleton Place, Ont., and latterly freight agent at Brockville.

P. McPherson, who has been appointed Assistant Right of Way and Lease Agent C.P.R. at Winnipeg, Man., was born at Gentry, Mo., Oct. 26, 1870, and moved with his parents to Manitoba, Mar., 1880, being educated at Portage la Prairie. He entered railway service Oct., 1900, as clerk in the legal department, and was appointed Right of Way Agent for the Central and Western Divisions, Jan. 1, 1902.

A. N. McLennan, who has been appointed Manager Sydney and Glace Bay Ry., was born in Richmond county, N.S., Aug. 15, 1854, and has been in railway service almost continuously since 1874. He acted successively as brakeman, fireman, conductor and driver for the Glasgow and Cape Breton Coal and Ry. Co.; as conductor and roadmaster for the International Coal and Ry. Co., and as roadmaster and Superintendent of railway and shipping for the Dominion Coal Co. He was out of railway service for a short time prior to his present appointment.

I. L. Boomer, Trainmaster, Great Northern Ry. of Canada, at Montreal, was born at Lower Stewiacke, N.S., June 10, 1875, and entered railway service 1891, since which his record has been: Mar., 1891, to April, 1901, successively telegraph operator, station agent and train dispatcher, Intercolonial Ry.; April, 1901, to Nov. 1, 1903, successively train dispatcher and Trainmaster Sydney and Louisburg Ry., Glace Bay, N.S.; Nov., 1903, to Jan., 1904, chief clerk to Superintendent of G.T.R. Terminals, Union Station, Toronto; Jan., 1904, to date, Trainmaster, G.N. Ry. of Canada.

G. B. Spriggs who has resigned his position as General Freight Agent of the New York, Chicago and St. Louis Rd., on account of ill-health, was born in England in 1834, and entered railway service in 1852, serving with the London and Northwestern Ry. there at Rockingham, Stafford and Wolverhampton until 1862, when he came to Canada, since which his record has been: 1862 to 1870, successively freight agent, through freight agent and General Freight Agent, Great Western Ry., Hamilton, Ont.; 1871 to 1877, Assistant General Freight Agent, Baltimore and Ohio Rd.; 1877 to 1882, General Freight and Traf-

fic Manager, Great Western Ry., Hamilton; Aug., 1882, to July, 1904, General Freight Agent, New York, Chicago and St. Louis Rd., at Cleveland, Ohio.

Jos. E. Duval, whose portrait appears on the first page of this issue, is Chief Inspector of the Board of Railway Commissioners for Canada. He was born 43 years ago and entered railway service in 1875 as night operator on the Port Huron and Detroit division G.T.R., and after acting successively as operator, station agent and relieving dispatcher, he was appointed station agent at Coteau Landing, Ont., for the Canada Atlantic Ry. in 1886, and was successively to April 5, 1904, the date of his present appointment, station agent, train dispatcher, Chief Train Dispatcher and Superintendent Car Department. Mr. Duval's father retired from active railroad work in 1888, after 45 years' service, and at the present time he has three brothers in the railroad service, two being with the Chicago, Northwestern and St. Paul Ry. at Omaha, Neb., and the third with the G.T.R. at Detroit, Mich.

H. D. Lumsden, C.E., who has been appointed Chief Engineer National Transcontinental Ry., was born at Belhaire, Scotland, Sept. 7th, 1844, and has been engaged in connection with railway engineering work in Canada since 1870. Among the lines on which he has been engaged, either as engineer in charge of surveys or in charge of construction, have been the northerly portion of the line from Toronto to Nipissing; Credit Valley Ry., change of gauge on Toronto, Grey and Bruce Ry. for C.P.R.; sections of C.P.R. main line, including surveys through Crow's Nest Pass; Ontario and Quebec Ry. from Toronto Junction to Perth; the C.P.R. from Smith's Falls to Vaudreuil Jct., from St. Johns to Lennoxville, Que., and Holeb and Mattawamkeag, Me.; Qu'Appelle, Long Lake and Saskatchewan Ry., Calgary and Edmonton Ry. Latterly he has been chief locating engineer, C.P.R.

N. S. Dunlop, who has been appointed Claims Adjuster, Atlantic, Eastern and Lake Superior divisions, C.P.R., was born near Almonte, Ont., Jan. 17, 1861. He taught in the public schools of Lanark county for seven years and, having learned shorthand, went to Toronto in 1886, and took a position in a law office. He became Secretary and then President of the Canadian Shorthand Society; in 1888 he entered the office of the solicitors of the C.P.R. at Toronto; in 1890 was placed in charge of the Co.'s assessments and taxation in Ontario; he also had charge of garnishee matters, inquests, investigations, etc., and did the expert shorthand court work for the Co., and in 1892 was appointed Tax and Insurance Commissioner. In 1893 he was elected to the Council of the Canadian Stenographic Reporter's Society, subsequently becoming Secretary and afterwards President, and since entering the C.P.R. service inaugurated a movement for the beautification of the station grounds by the cultivation of flowers.

Frank W. Morse, who has been appointed Vice-President G.T. Pacific Ry., is also Third Vice-President of the G.T.R. He graduated in 1885, and at once entered railway service with the Wabash Rd., at Springfield, Ill. Promotions from time to time took him to Quincy, Ill.; Des Moines, Iowa, and St. Louis, Mo. In 1887 he severed his connection with the Wabash and entered the service of the Pan Handle Rd., which was composed of the Denver, Texas and Gulf, Denver, Texas and Fort Worth, and Fort Worth and Denver City railroads, at that time being under construction. After it had been completed and successfully operated, Mr. Morse, at the solicitation of C. M. Hays, at the time of the consolidation of the Wabash, Western and Wabash railroads into the present Wabash System, returned to that Co. and was located