

the Northern railway, and the development of power at Niagara Falls, are among the undertakings in which he took part. He was Vice-President of the Port Dalhousie, St. Catharines and Thorold Electric Ry.

Following is the railway record of Wm. Apps, Master Car Builder of the C.P.R., whose portrait appears on page 97:—May, 1881 to 1887, General Foreman Car Department, St. Paul, Minneapolis and Manitoba Ry.; Oct., 1887, to May, 1891, Master Car Builder Western Ry. of Alabama, and Atlanta and West Point Ry.; June, 1891, to Sept., 1891, Master Car Builder Chicago and Eastern Illinois R.R.; Oct., 1891, to Dec., 1895, Master Mechanic Illinois Central R.R. at Chicago; Dec., 1895, to date, Master Car Builder C.P.R.

E. A. Geiger, who has been promoted to the Superintendency of the Brockville, Westport and Sault Ste. Marie Ry., began his railway career as telegraph operator on the Georgian Bay and Lake Erie branch of the G.T.R. in 1881. After two years he went to Hamilton, and for four years was Vice-Principal of the Hamilton Business College. In 1888 he went to Brockville as Secretary for R. G. Hervey, Manager of the B. and W. R. R. Soon afterwards he was appointed Auditor, and in a short time he was also made General Passenger Agent.

J. D. Rowe, who has been appointed treasurer of the Central Ontario Ry., was born in Ameliasburg, Prince Edward County, Ont., Nov. 7, 1864. In 1878 he started as a clerk in a mercantile establishment, continuing in similar positions until 1889, with the exception of a course at Belleville Commercial College. On April 1, 1889, he entered the service of the C.O.R. as baggageman at Picton. After six months he was sent to Bloomfield as agent, and has since been employed at Ormsby, Trenton Junction and Trenton, being at the latter place for the past eight years.

H. C. Pearce, recently appointed Purchasing Agent of the Minneapolis, St. Paul and Sault Ste. Marie Ry., was born in Canada, June 1, 1865. He entered the service of the Minneapolis, Minnetonka and Lyndale Ry. in 1884, serving as Irakeman, conductor and cashier. He became a clerk for the Superintendent of Construction for the Minneapolis, St. Paul and Sault Ste. Marie Ry. in Sept., 1887. After the road was built, he was transferred first to the Auditor's office, and then served for two years as chief clerk to the General Superintendent. He was appointed General Storekeeper Sept. 1, 1892.

Capt. Jas. Moffat, aged 77, a Port Huron, Mich., pioneer and old-time vesselman, well known all along the chain of lakes, died recently as a result of a stroke of paralysis. For over half a century he had been identified with Port Huron's interests, and in 1851 he started a ferry line between there and Sarnia, operating a house boat at first. He afterwards built a little boat called the Union, which in 1859 was succeeded by the Sarnia. In 1877 he, with D. N. Runnels, purchased the str. Beckwith for the route, and subsequently built the str. Omar D. Conger. He had also been interested in other vessel properties, and at one time controlled the Moffat Tug Line. He was connected with the ferry business for 40 years.

E. H. Fitzhugh, who retired from the Vice-Presidency and General Managership of the Central Vermont Ry. Mar. 15, passed west through Toronto on his special car, Mansfield, a few days later. It was said that he was en route to San Francisco, but it is not known whether he went there. He returned east, passing through St. Thomas on April 3, and is reported to have gone to New York, from which place it was said he would proceed to New Orleans and go over the Southern Pacific to San Francisco with President

Hays, of the S. P. Press reports say Mr. Fitzhugh has been appointed General Manager and a Vice-President of the S.P., but up to April 8 no official announcement had been made. Going west his car was badly smashed while being transferred to the car ferry at Windsor. He was not on board at the time.

Jas. H. Cameron, one of the pioneer shipbuilders of the Great Lakes, died recently at Kenosha, Wis. He was well known to nearly every vessel owner on Lake Michigan. A Scotch-Canadian by birth he was raised on the banks of the St. John river, New Brunswick. From his earliest manhood he engaged in the business of shipbuilding, and when Chicago began to develop into a shipping center he went West and opened a small shipyard, where he built many of the early vessels which were used for the lake traffic. The schooner America, which recently went down on Lake Michigan, was one of the first boats turned out at his yard. After he had been in business in Chicago for some 10 years he went to Milwaukee in 1848, and for a while was engaged in shipbuilding there. In 1850 he went to Kenosha, and since that time he has resided there. At the time of his death he was in his 92nd year.

W. J. Singleton, who has been appointed Superintendent of the Ottawa division of the C.P.R., in addition to his previous duties as Superintendent of Montreal Terminals, is a native of Lancashire, Eng. He entered railway service Jan., 1865, since which his record has been:—Jan. 1865 to Dec. 1867, freight and passenger brakeman G.T.R.; Dec. 1867 to May 1871, freight conductor G.T.R.; May 1871 to June 1873, assistant agent and yardmaster G.T.R.; June 1873 to Dec. 1882, Agent at Point St. Charles, G.T.R.; Dec. 1882 to April 1884, Agent C.P. Ry. at Ottawa; April 1884 to Jan. 1886, Agent C.P.R. at Hochelaga and train-master G.T.R. at North Bay; Jan. 1886 to Aug. 1892, Assistant Superintendent Chapeau Division C.P.R.; Aug. 1892 to Oct. 1896, Assistant Superintendent Montreal Terminals C.P.R.; Oct. 1896 to Mar. 1901, Superintendent Montreal Terminals, C.P.R.; Mar. 1901 to date, Superintendent Montreal Terminals and Ottawa Division C.P.R.

P. R. Todd, who has been appointed second Vice-President of the New York, New Haven and Hartford Rd. in charge of traffic, was born at Toronto, and is a graduate of the Ottawa Collegiate Institute. He entered railway service as clerk and telegraph operator at Ottawa, in the office of the St. Lawrence and Ottawa Ry., which is now a part of the C.P.R. He was Canadian representative of the Ogdensburg and Lake Champlain Rd. for several years, and afterward was General Travelling Agent of the National Despatch Line at Chicago. In July, 1885, he entered the service of the New York, West Shore and Buffalo Rd. as commercial agent at Albany, and in the same year was appointed chief clerk of the general freight department of that road. In 1886 he became General Freight and Passenger Agent of the Canada Atlantic Ry. at Ottawa. In Dec. 1889, he returned to the service of the West Shore Rd. as General Freight Agent, and in 1892 was appointed General Traffic Manager, the office which he has just resigned to accept the position with the New Haven Co.

J. M. Herbert, who has been appointed Superintendent of the Missouri Pacific Ry.'s subsidiary, the St. Louis, Iron Mountain and Southern Ry., and leased, operated and independent lines, was born in Westmoreland Co., Pa., in 1863. He entered railway service with the Wabash, St. Louis and Pacific Rd., Mar., 1880, as night telegraph operator, and remained in the service of that Co. as telegraph operator, station agent, yard clerk, train despatcher, chief train despatcher, and

trainmaster until June, 1897, with the exception of a few months, during which he was connected with the C.C.C. and St. L. Ry. Entered service of the G.T.R.S., June, 1897, as trainmaster, Eastern division, Island Pond, Vt.; June, 1898, transferred to Belleville, Ont., as trainmaster, and in July, 1898, to Montreal as Superintendent Eastern division, which position he resigned Oct. 1, 1900, to accept a similar one with the Missouri Pacific at Ossawatimie, Kan. On April 1, 1901, he was appointed General Superintendent of the St. L., I.M. and S. Ry. and leased, operated and independent lines. The St. L., I.M. and S.R. comprises 1,773.77 miles of line, of which 490.19 are owned, the balance leased. The Missouri Pacific owns \$25,732,680 of the stock, leaving \$65,245 in the hands of the public.

Canadian Excursion Agreement and Pan-American Rates.

A meeting of passenger representatives of railway and steamship lines interested was held at the Queen's Hotel, Toronto, March 21 and 22, to revise and renew the Canadian excursion agreement, and to arrange Pan-American rates. The following were present:—

Canada Atlantic Ry.—J. E. Walsh, A.G.P.A.

Canadian Pacific Ry.—C. E. E. Ussher, G.P.A., E. J. Hebert, chief clerk, A. V. Fabian, excursion clerk.

Central Vermont Ry.—J. H. Hawley, chief clerk.

Grand Trunk Ry.—G. T. Bell, G.P.A., H. G. Elliot, A.G.P.A., G. W. Vaux, A.G.P.A., M. C. Dickson, D.P.A., J. R. Melville, excursion clerk.

Great Northern Ry. of Canada.—Represented by J. E. Walsh, of C.A.R.

Intercolonial.—J. M. Lyons, G.P.A.

Lake Erie and Detroit River Ry.—T. Marshall, A.G.P.A.

Michigan Central Rd.—G. E. King, A.G.P.A., W. H. Underwood, G.E.P.A., S. H. Palmer, C.P.A.

Muskoka Navigation Co.—A. P. Cockburn, Manager.

New York Central Rd.—E. J. Richards, 1st A.G.P.A., H. J. Carter, G.A., G. C. Gridley, G.A.

Niagara Navigation Co.—J. Foy, Mgr., B. Cumberland, V.P.

Northern Navigation Co.—W. Askin, Mgr., F. C. Belcher, T.A.

Northwest Transportation Co.—J. D. Beatty, Mgr., A. Cowan, T.A.

Niagara, St. Catharines and Toronto Ry.—W. N. Warburton, T.M., G. M. Neelon, G.P.A.

New York and Ottawa Ry.—H. K. Gays, A.G.P.A.

Ottawa and Gatineau Ry. and Pontiac Pacific Jct. Ry.—Represented by J. E. Walsh, of C.A.R.

Quebec Central.—J. H. Walsh, G.P.A.

Quebec Ry. Light and Power Co.—W. R. Russell, G.P.A.

Richelieu and Ontario Navigation Co.—T. Henry, T.M., H. F. Chaffee, W.P.A., W. F. Cloney, T.P.A.

Temiscouata Ry.—Represented by J. M. Lyons, of I.C.R.

Tilsonburg, Lake Erie and Pacific Ry.—A. L. Baker, G.P.A.

Toronto, Hamilton and Buffalo Ry.—F. F. Backus, G.P.A.

Wabash Rd.—J. A. Richardson, C.P.A.

White Star Line, Detroit.—C. F. Beilman, T.M.

International Traction Co., Buffalo.—J. E. Stephenson, G.P.A.

Ry invitation Acton Burrows, Publisher RAILWAY AND SHIPPING WORLD.

J. H. Walsh, Q. C. Ry., was elected chairman, and A. V. Fabian, C.P.R., secretary.