

Mr. Pirrie, besides being a J.P. for the city of Belfast & for the counties of Antrim & Down, holds various other titles to distinction. He is a member of the Privy Council in Ireland, & has been Lord Mayor of Belfast. This year he is on the roll for High Sheriff for County Down. Although a busy man, he always finds time to receive & converse with visiting Canadians, & he corresponds regularly with many old friends in Quebec, Montreal & Ottawa.

### The C. N. R.'s Superintendent.

The Dauphin, Man., Press has this to say of D. B. Hanna, whose portrait was published in our Aug. issue:—"Though the early frosts have whitened the Superintendent's hair somewhat he is still a young man, and even what is better than youth, he possesses a good constitution. In early life he received a sound commercial training in one of the business centres in England. This has stood him in stead in his after life in Canada. Several years ago he caught the immigration fever & crossed the Atlantic with the intention of becoming a farmer. This purpose he carried out, & for a time devoted his energies to making the prolific soil of Manitoba blossom with wheat. But what was said of Grant may be applied to Supt. Hanna, that 'you can't make a tanner out of a man who is destined to be a general.' His natural bent was businessward, & it was not long before he entered the offices of the M. & N.W.R. at Portage la Prairie. Though it is not on record that he made any phenomenal rise, he occupied the post of Treasurer of the Co. at the time he severed his connection from it. In 1896, at the time the first section of the Dauphin road was completed, the promoters, Mackenzie, Mann & Co., were casting about for a man to take the management of the road. For various reasons the choice fell on D. B. Hanna. At that time the Dauphin road was an unknown quantity. It commenced nowhere & practically ended at the same destination. Three years ago William Mackenzie was not such a well-known man as he is to-day. There were misgivings as to the road's success. Predictions were freely made that it would be thrown back on the hands of the government. But the fertile brain of Mackenzie was at work. The Dauphin road was a link in a chain it would be hard for even an optimist to predict the length or breadth of.

"But to return to Mr. Hanna. From the day he assumed control the road was in cap-

able hands. It was not only able to pay the interest on its bonds, but had a good balance on the right side of the ledger after all liabilities were met. The importance of the Dauphin road as a factor in the province's development may be gleaned from the fact that the road carried nearly a million bushels of wheat last season. Outside of Mr. Hanna's thoroughness as a business & railway man, much of his success is due to his genial disposition. Busy man that he is it is rarely that he hasn't time to receive a caller or listen to the grievance of a shipper. Of course, with the ever increasing volume of business & the vast projects the Co. has in view the personal relations of the patrons of the road with the Superintendent must cease to a great extent. When complaints have got to run the gauntlet of red tape it will then be learned what the true loss is.

"And now for a peep into the future. The writer is no prophet & does not lay claim to be blessed with the vision of a seer. A few things, however, appear within the range of possibility. Firstly, the Canadian Northern Ry. will be one of the great transcontinental lines. Secondly, it will have termini on three continents, America, Europe & Asia. In the development of this picture there will be no more interesting figure to watch than that of D. B. Hanna."

### Grand Trunk Subsidiary Companies.

The annual meetings of the following companies have been held recently, & officers elected as mentioned below:

**INTERNATIONAL BRIDGE** at Buffalo, Sep. 30, President, C. M. Hays; Vice-President, J. Bell; Sec.-Treas., C. Percy; other directors, H. W. Sprague, G. F. Brownell, F. H. McGuigan, E. W. Meddaugh.

**ST. CLAIR TUNNEL** at Detroit, Mich., Oct. 2, President, C. M. Hays; Vice-President, J. Bell; Superintendent of Tunnel, F. H. McGuigan; other directors, E. W. Meddaugh, W. J. Spicer, A. Vidal, C. Mackenzie; Sec.-Treas., C. Percy.

**MICHIGAN AIR LINE** at Detroit, Oct. 2, President, C. M. Hays; other directors, W. J. Spicer, J. H. Muir, E. W. Meddaugh, J. Bell; Sec.-Treas., C. Percy.

**CHICAGO, DETROIT & CANADA GRAND TRUNK Jct. Ry.** at Detroit, Oct. 2, President, C. M. Hays; Vice-President, J. Bell; Sec.-Treas., C. Percy; other directors, W. J. Spicer, E. W. Meddaugh.

**DETROIT, GRAND HAVEN & MILWAUKEE Ry.** at Detroit, Oct. 2, President & General Manager, C. M. Hays; other directors, J. Pridgeon, Jr., C. Buncher, E. W. Meddaugh, G. B. Reeve, J. Hobson, W. J. Spicer, C. Percy, F. H. McGuigan; Sec.-Treas., J. H. Muir.

**TOLEDO, SAGINAW & MUSKEGON Ry.** at Detroit, Oct. 2, President & General Manager, C. M. Hays; other directors, C. J. Church, E. W. Meddaugh, G. B. Reeve, F. H. McGuigan, W. Cotter; Sec.-Treas., J. H. Muir.

**CINCINNATI, SAGINAW & MACKINAW R.R.** at Detroit, Oct. 2, President, A. W. Wright; Vice-President & General Manager, C. M. Hays; other directors, W. R. Burt, G. M. Stark, L. O. Fisher, E. W. Meddaugh, F. H. McGuigan; Sec.-Treas., J. H. Muir.

**CHICAGO & GRAND TRUNK Ry.** at Chicago, Oct. 3, President, C. M. Hays; other directors, F. A. Howe, E. W. Meddaugh, W. J. Spicer, G. B. Reeve, D. F. Skinner, A. Dixon; Sec., C. Percy; Treas., J. H. Muir.

**GRAND TRUNK Jct. Ry.** at Chicago, Oct. 3, President, C. M. Hays; other directors, F. A. Howe, E. W. Meddaugh, G. B. Reeve, W. J. Spicer; Sec., C. Percy; Treas., J. H. Muir.

### Railway Committee of Privy Council.

**Bedlington & Nelson Ry. & C.P.R.**—On Sep. 1 two orders were issued by the Committee, the 1st giving the Bedlington & Nelson Ry. Co. power to connect its railway at two points on the Crow's Nest Pass branch of the C.P.R., & the 2nd granting to the Bedlington Co. running powers over the C.P.R. between these two points, a distance of 8½ miles. The application was made to the Committee several months ago by J. A. Gemmill, Counsel for the B. & N. Co., at Ottawa. The charter granted the Co. by the B. C. Legislature authorized it to construct a railway from the foot of Kootenay Lake, southwards to Bedlington, on the international boundary, whence the line continues to Bonner's Ferry, Idaho. Its construction is nearly completed. When the C.P.R. obtained a subsidy from Parliament in 1897 towards the construction of the Crow's Nest Pass branch, provision was made in the Act that the Committee might grant running powers over such road to any other company applying for the same upon such terms as the Committee might fix. The C.P.R. Solicitor opposed the application upon several grounds, but after three differ-

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