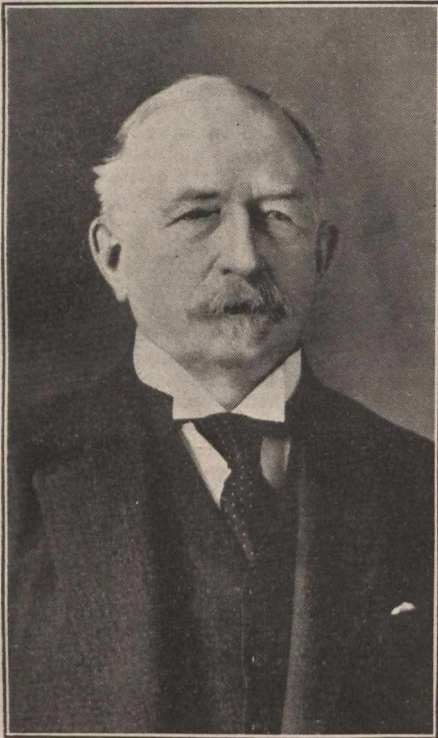


The Changes in the Canadian Pacific Railway Management.

Following a meeting of C.P.R. directors in Montreal, Oct. 10, the following statement was given to the press:—"At a meeting of the directors held in Montreal today, Lord Shaughnessy, after 20 years of office, retired from the presidency of the C.P.R. Co., so that, while relieved of executive duties, he will continue to serve with his counsel and ex-



Rt. Hon. Lord Shaughnessy, K.C.V.O.
Chairman, Canadian Pacific Railway Company.

perience. This change is due to Lord Shaughnessy's conviction that in view of the extensive programme planned by the C.P.R. for the period of the war, the best interests of the company would be served if a younger man were to assume the active direction of so large and complex a system. Although several years older than either of his predecessors were at the time when they retired from the presidency, he decided when the war broke out to carry on till the financial horizon should lighten. Now, however, he feels less hesitation in handing over the executive responsibility to a successor, especially to one who has shown notable administrative ability, and who enjoys to a marked degree the confidence not only of the political and business leaders of Canada, but also of the employees of the Canadian Pacific Railway itself. E. W. Beatty, the new president, has been Vice President and General Counsel, and also a director of the C.P.R. Co. for several years.

"Sir George Bury, on account of ill health, is retiring from the position of Vice President, and Grant Hall, who has been Vice President in charge of Western Lines, has been appointed in his place."

In a newspaper interview on the same day Lord Shaughnessy is reported to have said:—"Sir George Bury entered the company's service in the early part of 1883, as a junior stenographer in my office when I was General Purchasing Agent, and during the following 35 years he steadily advanced, receiving promo-

tion after promotion in recognition of the fidelity and ability with which his duties were performed wherever he was located and whatever his position, until he finally became Vice President and a member of the executive committee. Unfortunately, his state of health has not been satisfactory for a couple of years past, and with a view to rest and recuperation he asked to be relieved from the duties of the Vice Presidency, and the request was granted by the directors. Although he has retired from the official position he will not be entirely disassociated from the company's affairs."

Lord Shaughnessy retains the suite of offices on the second, or executive, floor of the general office building at Windsor St. Station, Montreal, which he has occupied since the extension down to St. Antoine St. was built. E. W. Beatty remains in room 203, which has been his office as Vice President and General Counsel.

Grant Hall arrived in Montreal from Winnipeg on Oct. 10 and went to work immediately in the office occupied formerly by Sir George Bury. He is reported as saying in a newspaper interview:—"The recent change in my position means, of course, that in future I shall reside in Montreal, but it is my intention to keep in close touch with western conditions and to make my inspection trips over that portion of the system as frequent as possible. The selection of D. C. Coleman as resident Vice President will no doubt commend itself to the public, as he has

A few days after the changes were announced, Sir George Bury left for Washington, D.C., and other southern points, accompanied by Lady Bury.

Full particulars of other promotions in the company's service are given under "Transportation Appointments Throughout Canada" and biographical information about all the appointees is given under "Mainly About Railway People Throughout Canada" on other pages of this issue.

These are days of intensely interesting events in regard to the management of Canadian railways. In September, the reorganization of the Canadian Northern directors was accomplished, and D. B. Hanna was promoted to the presidency. Early in October, Lord Shaughnessy retired from the presidency of the C.P.R., after 35 years continuous service with the company.

When Thomas G. Shaughnessy, as he then was, took over the C.P.R. presidency in 1899, from the great and gifted miles and its annual gross revenue has grown to \$152,389,334.95. Van Horne, but for whose remarkable ability and indomitable courage the company could not have built its transcontinental line, the company was operating 9,618.6 miles of track and its gross annual revenue was \$26,138,977.13. During the twenty years of Lord Shaughnessy's able administration, the company's railway lines have been extended to 18,625.7



Edward W. Beatty, K.C.
President, Canadian Pacific Railway Company, in his office.

spent his entire railway career in Western Canada and is thoroughly conversant with traffic conditions and public sentiment in that territory. It can be accepted as an intimation that the railway will be efficiently and capably managed and that the policy of the company there will continue on broad and generous lines."

That Lord Shaughnessy performed his duties as President in a most able way, and with due regard not only to the company's interests, but to those of the people as well, is undoubted, and in retiring from active work he has the satisfaction of handing over to his successor, in a magnificent financial position, the