

# THE Railway and Shipping World

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\$1 A YEAR.

## The C.P.R.'s Vice-President.

Thomas G. Shaughnessy, an excellent portrait of whom is given on this page, was born in Milwaukee, Wis., of Irish parentage, Oct. 6, 1853. He started in the railway service in the purchasing department of the Chicago, Milwaukee & St. Paul Ry. in 1869, subsequently becoming General Storekeeper of the line, a position he held when W. C. Van Horne left the Co.'s service in 1881 to become General Manager of the C.P.R. In 1882 Mr. Van Horne selected him as General Purchasing Agent of the C.P.R., with headquarters at Montreal. After occupying that position for some two years he became Assistant to the General Manager, & then in succession Assistant General Manager, Assistant President, & then a director & Vice-President. He is also director of a number of other companies in which the C.P.R. has interests.

In religious belief Mr. Shaughnessy is a Roman Catholic. He resides at 1149 Dorchester St., Montreal, & has as a summer residence at St. Patrick, Que., the house similarly occupied for so many years by Sir John Macdonald. He is a member of all the chief clubs in Canada.

A biographer has pertinently remarked of Mr. Shaughnessy:—"From the first day of his life as a railway man, there was no doubt in the minds of those who knew him that he would be a success. The qualities of his mind are thoroughly modern, & fit exactly the service of this greatest branch of modern public service. Ardent & untiring, he has the ability to do much work, & his shrewd common sense & prodigious memory enable him to guide that work to the very best advantage."

## Manitoba & N. W. R.

In our July issue, pg. 126, we mentioned that the bonds of this Co. had been secured by a syndicate headed by E. B. Osler, M.P., Toronto, & gave a good many particulars about the line, its financial statistics, earnings, &c. In September we were enabled to state (pg. 178) that W. Hendrie, of Hamilton, was also a member of the syndicate, & that in addition to the bonds, the interests of the Allan family, of Montreal, had also been secured by the syndicate, giving them possession of the road. As we then foreshadowed, H. M. Allan, of Montreal, who was one of the receivers, has retired, & Mr. Osler's partner, A. M. Nanton, of Winnipeg, who was the other, has been appointed sole receiver. The old board, headed by A. Allan, President, & H. M. Allan, Vice-President, has retired, being succeeded by the following:—President, E. B. Osler; Vice-President, W. Hendrie; other directors, H. C. Hammond, R. A. Smith, W. D. Matthews, A. R. Creelman, Q.C., F. G. Osler, & G. C. Loveys. Messrs. Osler & Matthews are both C. P. R.

directors, Messrs. Hammond & Smith are members of the firm of Osler & Hammond, Mr. Creelman is a partner of Mr. Osler's brother, B. B., Mr. Loveys is the accountant of the McCarthy, Osler & Creelman firm, & F. G. Osler is E. B.'s son, & is in his office.

It is said that Mr. Osler & his friends have been quietly picking up the bonds of the M. & N. W. for several years past. In Jan. last, probably fearing that the Northern Pacific or some other line might step in ahead of them & secure control, they made an offer through Coates, Son & Co., of London, Eng. to pay 86 per cent. for each £100 certificate, on condition that they secured a clear majority of the bonds. Coates, Son & Co. did not



THOMAS G. SHAUGHNESSY.

disclose the names of the persons for whom they were acting, & this, of course, gave rise to all sorts of rumors. The bond-holders promptly accepted the offer, & about £490,000 of bonds out of a total of £540,000 were transferred. Then the Allan family had to be dealt with. They had sunk a very large amount in the road & owned practically all of the Co's capital stock, besides owning the rolling stock, which they held in the name of the Canadian Improvement Co. The Osler syndicate bought these interests out. It is announced that there will be no change in the general policy of the Co., & for the present at least no change in the officials. A despatch from Winnipeg recently announced a very extensive programme for improvements to the

property, which, we understand, was considerably exaggerated. We are officially informed that all the Co. intends to do this year is to make some very necessary repairs to the road-bed & to some bridges, including the placing of the bridge across the Assiniboine River at Millwood on a permanent foundation. This latter, however, may not be done before next spring. A couple of stalls will be added to the roundhouse at Minnedosa & the same at Portage la Prairie, & small stations will be built at Macdonald & Franklin. Thirty stock cars of the most modern pattern are to be added to the equipment.

We still adhere to the opinion expressed in our July issue, that this line will ultimately be either sold or leased to the C.P.R. & operated as a branch of that system. Certainly with Messrs. Osler & Matthews on the M. & N. W. board, the line is not likely to fall into anti-C.P.R. hands.

A meeting of the Winnipeg creditors of the Co. was held there recently, at which E. B. Osler was present & stated that there was a large sum due to H. M. Allan for working expenses, & that a considerable amount would be required for putting the road in proper repair, etc., which he claimed should be charged to working expenses. The result would be that the amount of money available in the Receiver's hands would only pay a comparatively small amount upon the creditor's claims. H. M. Allan, he stated, was selling out his claim for some 40c. on the dollar. The purchasers of the road were anxious to treat the local creditors in a much more liberal manner than outsiders, & as soon as the proposed act of the Dominion Parliament, which would be applied for next session, was granted to the purchasers to take over and consolidate all the interests in the property, the Receiver would pay the Winnipeg creditors the par amount of their claims without interest. This offer was unanimously accepted by the creditors present.

Rhodes, Curry & Co., Amherst, N.S., have an order to build 15 cattle cars for the Quebec & Lake St. John Ry.

A. G. Peden has resigned the auditorship of the Canada Atlantic, which he has held for 15 years, & will retire from railway service. He was with the old St. Lawrence & Ottawa at one time.

The Maritime Board of Trade recently considered the promotion of tourist travel in the Maritime Provinces, the subject being introduced by H. L. Chipman, agent of the Plant Line at Halifax, & adopted a resolution urging local boards to devote attention to the subject by the formation of associations for the purpose of advertising their localities, entertaining visitors, & securing the establishment & improvement of hotel accommodation necessary to keep pace with the increasing travel.