

years he was a member of the Ontario Legislature.

The press reports recently current that E. J. Chamberlin, General Manager, and J. W. Smith, General Assistant, Canada Atlantic Ry., had resigned to engage in construction work on the G. T. Pacific Ry. are, we are informed, untrue.

P. S. Archibald, C.E., Moncton, N.B., has been appointed a referee by the Exchequer Court of Canada, to report on certain matters of difference between the Quebec Southern and South Shore railway companies, and the Bank of Hochelaga.

R. Watchorn, recently Inspector of Immigration, at Montreal, who has been appointed to a similar position at New York, was entertained recently at a dinner by the railway and steamship passenger and freight agents, in connection with his promotion.

W. Whyte, Second Vice-President C.P.R., and Mrs. Whyte, arrived in the City of Mexico, Feb. 28, on a holiday tour, accompanied by the Lieutenant-Governor of Manitoba, Sir Daniel McMillan and Lady McMillan. They are expected to return to Winnipeg early in April.

Hon. S. N. Parent, who was nominated by the Dominion Government as its representative on the directorate of the G. T. Pacific Ry. Co., did not accept the position, according to the statement of the Secretary of State in reply to a question in the Senate as to his resignation from the directorate.

Jas. A. Manning, C.P.R. operator at Deux Rivieres, Ont., was recently sentenced to 15 days' imprisonment at North Bay, for drinking intoxicating liquor while on duty, in contravention of the company's rules, and in violation of Sec. 296 of the Railway Act. The maximum penalty imposed by the act is a fine of \$400 and imprisonment for five years.

Charles Cameron, who died in Toronto, Mar. 23, aged 67, after an operation, from the effects of which he never rallied, was resident in Collingwood, Ont., for many years, and was connected with the old Great Northern Transit Co., which was subsequently merged in the Northern Navigation Co. of Ontario, of which he was elected a director, and in 1893 he was Vice-President.

Mrs. Wainwright, wife of W. Wainwright, Comptroller and General Assistant, G.T.R., Montreal, died on Mar. 16, at Saxonhurst, Weston-Super-Mare, Eng., the residence of her brother-in-law, Jas. Stephenson, formerly General Superintendent, G.T.R. Mrs. Wainwright left for England for a complete change early in Feb., but her illness took a serious turn, and Mr. and Miss Wainwright were sent for and left Montreal Feb. 24.

J. W. Higgins, who in Dec. last resigned his position as Assistant Superintendent of the G.T.R. at London, Ont., and was appointed Inspector of Transportation, Missouri Pacific Ry., was on Mar. 1 appointed Assistant General Manager of that system, in charge of transportation, with office at St. Louis. The general superintendents report to and receive instructions from him in matters relating to the transportation service. The Missouri Pacific lines are practically all west and south of St. Louis, and embrace 6,182 miles in operation.

G. E. Hall, who has been appointed Assistant Storekeeper C.P.R. at Montreal, was born at Napanee, Ont., Oct. 18, 1878, and entered transportation service in 1898, serving in that year and in 1899 as purser on one of the Richelieu and Ontario Navigation Co.'s

steamers between Montreal and Toronto. His record since has been: May, 1900, to Sept., 1901, clerk in the office of the Chief Engineer, C.P.R.; Sept., 1901, to Feb., 1902, clerk in office of Second Vice-President and General Manager, C.P.R.; April, 1902, to Feb., 1905, private secretary to Vice-President, C.P.R.

W. M. Kirkpatrick, who has been appointed acting Export Freight Agent C.P.R., Montreal, is a son of the late Sir George A. Kirkpatrick, formerly one of the C.P.R. directors. He was born at Kingston, Ont., Oct. 8, 1874, and entered railway service Mar. 7, 1892, in the office of the Vice-President of the C.P.R., since which time he has filled various positions in the Chief Engineer's office, foreign freight office, Montreal; General Freight Agent's office, Toronto; from July, 1899, to Dec., 1902, he was clerk in the office of the Fourth Vice-President, and from Dec., 1902, to the date of his present appointment Assistant General Freight Agent Pacific Division, at Vancouver.

Jno. Paul, who has been appointed General Freight Agent, Niagara, St. Catharines and Toronto Ry., was born in Euphrasia township, Grey county, Ont., Sept. 13, 1853,



J. F. CHAPMAN.

General Freight and Passenger Agent, Bay of Quinte Ry., Thousand Islands Ry., Oshawa Ry., and Deseronto Navigation Co.

entering railway service with the Northern Ry. at Meaford, Ont., his record since 1879 being: Aug., 1879, to May, 1881, agent Northern Ry., at Creemore, Ont.; May, 1881, to Oct., 1883, agent same company at Thornbury, Ont.; Oct., 1883, to Aug., 1885, in private business; Aug., 1885, to April, 1890, G.T.R., successively as relieving operator, ticket clerk at St. Catharines, Ont., and at London, Ont.; April, 1890, to Feb., 1905, city passenger and ticket agent, Michigan Central Rd., at London, Ont.; in Nov., 1894, the duties of city freight agent were added.

A. Buchanan, who has been appointed Superintendent of Motive Power and Car Department Central Vermont Ry., was born in New York City, April 3, 1870, and entered railway service in 1885, his record being: 1885 to 1891, machinist's apprentice, New York Central and Hudson River Rd.; 1891 to 1893, machine shop foreman same road, West Albany, N.Y.; 1893 to 1894, engine house foreman, same road, Dewitt, N.Y.; 1894 to 1897, erecting shop foreman, same road, West Albany, N.Y.; 1897 to 1900, general foreman locomotive department, same road, West Albany, N.Y.; Jan., 1900, to Dec., 1903, Master Mechanic, Delaware and Hud-

son Co., Green Island, N.Y.; Dec., 1903, to Feb., 1905, Superintendent Motive Power, Central Vermont Ry., St. Albans, Vt.

W. E. Fowler, whose portrait appears on the first page of this issue, has been engaged in railway car construction since 1880, his record being: Mar., 1880, to Sept., 1882, car builder in shops of St. Louis, Iron Mountain and Southern Rd., Baring Cross, Ark.; Oct., 1882, to Nov., 1883, car builder in shops of the Union Pacific Co., Denver, Colo.; Nov., 1883, to the end of 1889, car foreman, same company, at Denver; 1890 to 1891, general car foreman Denver, Texas and Fort Worth Rd., Denver, Colo.; 1891 to 1893, car foreman, Union Pacific Rd., at Denver, Colo.; 1894 to 1900, Master Car Builder, Union Pacific, D.G. and Colorado Southern Rd.; 1900 to April, 1902, General Car Inspector and Master Car Repairer, Southern Pacific Rd., at Sacramento, Cal.; 1902 to date, Master Car Builder, C.P.R. He was elected Second Vice-President of the Master Car Builders' Association in 1904.

Cecil B. Smith, the newly appointed chairman of the Temiskaming and Northern Ontario Ry. Commission, was born at Winona, Ont., Mar. 13, 1865, and is a Master of Engineering of McGill University, where he was awarded the Governor-General's medal. Since graduation his record has been:—1884 to 1886, Resident Engineer on construction Nipissing and Pacific Junction Ry., in the Parry Sound district; 1886 to 1887, transitman C.P.R., London to Windsor, Ont.; 1887 to 1888, Resident Engineer St. Catharines and Niagara Ry.; 1888 to 1889, Resident Engineer, C.P.R., London, Ont.; 1889 to 1890, Resident Engineer, Chief Draughtsman and Division Engineer on lines in Tennessee and South Carolina; 1890 to 1892, Chief Assistant Engineer, Roanoke and Southern Ry., Virginia; 1892 to 1893, Resident Engineer, Baltimore and Ohio Ry., in Pennsylvania; 1893 to 1898, Assistant Professor Civil Engineering, McGill University, Montreal; 1898 to 1899, locating engineer C.P.R., Sudbury to Toronto surveys; 1901 to 1905, Resident Engineer Canadian Niagara Power Co.; and from 1902 Consulting Engineer International Railway Co. He is a member of the Canadian Society of Civil Engineers, of which he has been three times elected a member of the Council; a member of the American Society of Civil Engineers, and is author of a work on railway engineering. As a consulting engineer he has advised on canal, harbor and other works. From 1889 to 1901 he was Assistant City Engineer, Toronto.

The C.P.R. added to its equipment during the current year to Mar. 21, one freight locomotive from the Canada Foundry, Toronto; nine switching locomotives, four first-class cars, one baggage car, 12 snow ploughs, 11 flangers, 629 box cars, and 17 flat cars, from its Angus shops; and one wrecking crane from the U.S.

E. de la Hooke, G.T.R. city ticket agent, London, Ont., in a card soliciting business, says: "The telephone is a lively customer, but cash customers increase revenue. The latter are to the former what the proverbial leg of mutton is to the caper sauce—an improvement. As units, the joint is preferable, as being the more nutritious."

The C.P.R. during the current year to Mar. 21, placed the following orders for equipment: 30 freight and passenger locomotives, with the Locomotive and Machine Co. of Montreal; one wrecking crane in the U.S.; 40 vans at its Farnham, Que., shops; 10 freight and passenger locomotives, 3,000 box cars, 200 Hart convertible cars, and one dynamometer car at its Angus shops.