

G. A. Morency has been appointed chief clerk of the General Passenger & Ticket Agents' department in succession to H. G. Elliott, promoted. J. N. Melville succeeds Mr. Morency as excursion clerk. Lorne MacDonald has been appointed chief clerk in the freight traffic department. He was secretary to G. B. Reeve, General Traffic Manager, having been appointed to that position when J. E. Dalrymple became a division freight agent of the Co.

Richelieu & Ontario Navigation Co.—Capt. T. J. Craig, of Kingston, has been appointed to succeed the late P. McIntyre as freight agent at Toronto.

Mainly About People.

D. D. Mann has removed from Montreal to Toronto, where he recently purchased a residence, 161 St. George St.

Wm. King committed suicide at Perth, Ont., May 28, by hanging himself in his stable. He was formerly C.P.R. freight agent.

G. B. Reeve, ex-General Traffic Manager of the G.T.R., & Mrs. Reeve, arrived at their new home, La Pomelo Ranch, La Mirada, Cal., May 9.

Mrs. Notman, wife of the Assistant General Passenger Agent of the C.P.R., & her family have removed from Montreal to Toronto to join Mr. Notman.

Lord & Lady Mount-Stephen have gone to Homburg, Prussia, where they have taken apartments formerly occupied by the Prince of Wales at Ritter's Park Hotel.

H. G. Elliott, who has been promoted to the position of Assistant General Passenger & Ticket Agent of the G.T.R. at Montreal, was born at Chambly, Que., & was for many years city ticket agent of the Central Vermont at Montreal, entering the G.T.R. service in May, 1897.

Alex. Fraser, contractor, Toronto, who died Feb. 27, left an estate valued at about \$68,000, of which about \$50,000 is represented by interests in the businesses of A. Fraser, contractor, G. P. Magann, contractor, the Magann-Fawke Lumber Co., & the G. P. Magann Air-brake Co.

D. G. Ross, who has been appointed Assistant Superintendent of the C.P.R. at Winnipeg, has been Chief Train Despatcher of the Manitoba & Northwestern Ry. for the past 5 years, previous to which he was a train despatcher on the C.P.R. at Winnipeg & other points.

Mrs. Broughton, wife of the late F. Broughton, formerly General Manager of the Great Western Ry. of Canada, died at Hamilton, Ont., May 16, aged 73. She was buried at Eastwood, Ont., the G.T.R. placing a special car at the disposal of the family. She left an estate valued at \$20,460, which will be divided among the sons & daughters.

G. W. Vaux, recently promoted to the position of Assistant General Passenger & Ticket Agent of the G.T.R. at Chicago, has been in the general passenger office of the G.T.R. at Montreal for 18 years, filling every office from junior clerk to chief clerk, holding the latter position for 7 years until 1899, when he was appointed Assistant General Passenger & Ticket Agent at Montreal.

W. Cross, recently appointed Assistant to the Manager of the C.P.R. Western lines in the Mechanical Department, was born in Birkenhead, Eng., in 1842. He entered the G.T.R. service at Montreal in 1863 as journeyman, afterwards becoming foreman of the erecting shops. In 1882 he was appointed Master Mechanic of the Eastern division of the C.P.R., & in 1887 Master Mechanic of the Western division at Winnipeg, subse-

quently becoming General Master Mechanic of the Western & Pacific divisions.

The two men who are nearest to the Czar of Russia, and who, perhaps, have a greater influence than any others in shaping the commercial policy of the present government of that empire, are M. de Witte, the Imperial Minister of Finance, who, 16 years ago, was a station agent at a small town on one of the railways of Russian Poland; the other is Prince Michel Hilkoﬀ, who, when little more than a boy, left St. Petersburg to seek his fortune, learned mechanical engineering in Philadelphia, & is now the Imperial Minister of Railways, and a member of the Czar's Cabinet.

Theodore Van Horne, a younger brother of Sir Wm. Van Horne, died at Bloomington, Ill., May 22. He was born in 1849, in Will County, Ill., where Sir William was born in 1843. In 1868 he went into the telegraph service of the Chicago & Alton Ry., continuing in it until his death. Of late years he suffered from kidney disease, his last illness being of three weeks' duration. Besides Sir William he leaves two sisters & another brother, Mrs. Leffler, of Hickory County, Me.; Miss Mary Van Horne, of Montreal, & A. C. Van Horne, an engineer on the Chicago & Alton. Sir William attended the funeral at Joliet, Ill.

George Turnbull Bell, recently promoted to the position of General Passenger & Ticket Agent of the G.T.R. system, was born at Montreal, Sept. 7, 1861, & entered railway service in 1878, since which he has been consecutively, 1878 to Nov. 1880 clerk of the car mileage office Great Western Ry.; Nov. 1880 to Nov. 1882 rate clerk & stenographer to General Passenger Agent, same road; Nov. 1882 to 1884 chief clerk to Assistant General Passenger Agent, G.T.R.; Jan. 1884 to April 25, 1892, chief clerk to General Passenger Agent; April 25, 1892, to 1899 Assistant General Passenger Agent; 1899 to 1900 First Assistant General Passenger & Ticket Agent at Chicago.

Wm. P. Fitzsimmons who has been appointed Division Freight Agent of the G.T.R. at Detroit, in charge of eastbound traffic from connections at Detroit & Port Huron, & all westward bound traffic from connections at the Niagara frontier destined to points west of the Detroit & St. Clair rivers, was born in Detroit, Oct. 27, 1868. He entered the service of the G.T.R. April 15, 1884, as office boy. In turn he occupied every desk in the general freight department, including that of travelling freight agent. In Jan. 1897 he went to Montreal as Secretary to General Freight Agent Loud. In Nov. 1898, he was made chief clerk in the general freight agent's office, the position he has recently vacated.

W. E. Davis, recently promoted to the position of Passenger Traffic Manager of the G.T.R., was born in Niagara county, N.Y., 1850. He began work as office boy in the Hannibal & St. Joseph R.R., now a part of the Burlington System, at the age of 18, & his early railway education was obtained on Western roads. He came to what is now part of the G.T.R. System (Chicago & Lake Huron R.R., now Chicago & Grand Trunk) Aug., 1877, in charge of the passenger business of that Co., which later on included the Detroit, Grand Haven & Milwaukee Ry., Toledo, Saginaw & Muskegon Ry., & Cincinnati, Saginaw & Mackinaw R.R.; & at the time of the consolidation of all the G.T. lines under the present management, he was removed from Chicago to Montreal April 1, 1896, as General Passenger & Ticket Agent.

Jno. Pullen, recently appointed General Freight Agent of the G.T.R., entered the Co.'s service in 1877 as a boy in the office of Assistant General Freight Agent, G. B. Reeve, at Sherbrooke, Que. In 1878 he was transferred to the general freight office,

Montreal, & in 1880 went to Chicago as secretary to Traffic Manager Reeve, of the Chicago & G.T.R. In 1890 he was appointed agent of the West Shore Fast Freight Line, & subsequently agent of the Reading Despatch in Chicago. On the reorganization of the G.T.R., under the present management, in 1896, he was appointed Division Freight Agent at Stratford; in 1897 Division Freight Agent at Hamilton, Ont., & when the Central Vermont Ry. passed under the control of the G.T.R. on May 1, 1899, he was appointed General Freight Agent of that company at St. Albans, Vt.

Wm. Woollatt, who has recently been promoted to the General Managership of the Lake Erie & Detroit River Ry., was born April 2nd, 1855, at Weeden, Hertfordshire, Eng. He came to Canada in April, 1872, & entered office of Mechanical Superintendent of the Northern Ry. at Toronto in May, 1872; in April, 1877, was transferred to the General Freight & Passenger Agent's office of same Co. as stenographer, & from 1879 to 1888 occupied position as Chief Clerk in the General Passenger Department & Audit Department. In consequence of the fusion of the Northern Ry. with the G.T.R., in June, 1888, he was transferred to the General Passenger Dept. of the G.T.R. at Montreal; remained with that Co. until end of that year; in Jan. 1889, was appointed General Freight & Passenger Agent of the Lake E. & D.R. Ry., title changed same year to Traffic Manager, Jan., 1891, appointed General Superintendent & Traffic Manager, & in May, 1900, appointed General Manager.

Thomas Tait, whose portrait appears on pg. 161, is a son of Chief Justice Sir Melbourne Tait, & was born at Melbourne, Que., July 24, 1864. He was educated at the High School, Montreal, & entered railway service in Sept., 1880, as a clerk in the Audit office of the G.T.R., Montreal, where he remained until July, 1881, from which date to Oct., 1881, he was clerk in the office of the Assistant to the President of the Chicago, & G.T. From Oct., 1881, to Apl., 1882, he was clerk in Solicitor's office G.T.R., Belleville, Ont., & from Apl. to Oct., 1882, clerk General Manager's office, G.T.R. In Oct., 1882, he went into the C.P.R. service, since which he has been consecutively, Oct., 1882, to Sept., 1886, private secretary to Vice-President & General Manager; Sept., 1886, to May 23, 1887, clerk General Traffic Manager's office; May 23, 1887, to Feb. 1, 1889, Assistant Superintendent at Moosejaw, Assa.; Feb. 1, 1889, to Mar. 12, 1890, Superintendent Ontario division at Toronto; Mar. 12, 1890, to Mar. 1, 1893, General Superintendent Ontario & Quebec division; Mar. 1, 1893, to May 1897, Assistant General Manager; & since then Manager of lines east of Fort William. Mr. Tait is an Anglican. In 1890 he married Emily St. Aubert, daughter of G. R. R. Cockburn, Toronto. He resides at 7 Ontario Avenue, Montreal, & is a member of the St. James', Toronto, Rideau & Union clubs.

The N. L. Piper Railway Supply Co. has been incorporated under the Dominion Companies Act, with a capital of \$40,000, to carry on the business of manufacturing, selling, purchasing & dealing in railway, ship & electric supplies, the purchase, selling & holding of patent rights in any way relating to such supplies, & the acting as agents for the patentees or owners of such patents, & for acquiring from the firm of Noah L. Piper & Son the business now carried on by them in Toronto.

The demand for lumber on the Pacific coast is as active as it is in the East, & it is likely that 50,000,000 ft. will be shipped from Vancouver alone before Nov. A large portion of this will go to Shanghai to be used in construction on the Trans-Siberian railway.