

months of his death, he was President, Sarnia St. Ry. Co.

H. W. MILLS, Manager, Sarnia Street Ry., and Town Ticket Agent, G.T.R., died at Sarnia, Ont., June 6, aged 62. The funeral, under Masonic auspices, was largely attended. Flowers were sent by the Canadian Ticket Agents' Association, of which he was a member for many years, and the Association was represented by its Secretary, E. de la Hooke. This item was written for our last issue, but was left out by an oversight.

R. A. SMITH, of Osler and Hammond, brokers, etc., Toronto, who was killed in an automobile accident July 17, on coming to Canada some 30 years ago from Scotland, entered railway service as a clerk in the old Northern Ry.. At the time of his death he was a director of the Toronto Ferry Co., and of the Victoria Rolling Stock and Realty Co. of Ontario. At one time he was secretary of the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Co.

HON. F. COCHRANE, Minister of Railways, left Ottawa, June 26, on a trip of inspection of the railways in north western Canada. He arrived in Winnipeg July 3, after having visited North Bay, Sault Ste. Marie and Fort William, Ont., and went on to Vancouver, and thence to Prince Rupert, B.C. He is expected back in Winnipeg early in August, and proposes to begin an inspection of the route of the line under construction to Hudson Bay, Aug. 10, expecting to return to Ottawa, via the Hudson Straits.

MRS. BRYDGES, who died at Winnipeg, July 7, was the widow of the late C. J. Brydges, at one time the most important railway official in Canada. He was appointed Managing Director, Great Western Ry. of Canada in 1853, and was subsequently General Manager of the Grand Trunk Ry. and General Superintendent of Government Railways, respectively. He was one of the commissioners in charge of the building of the Intercolonial Ry., and in 1878 was appointed Land Commissioner, Hudson's Bay Co., at Winnipeg.

B. W. FOLGER, who recently retired as General Manager, Niagara Navigation Co., Toronto, on its being taken over by the Richelieu and Ontario Navigation Co., was presented with a loving cup and travelling bag, and a travelling bag for Mrs. Folger, by the officials and employees of the company. The presentations were made by S. J. Murphy, and A. J. Woodward, formerly Travelling Passenger Agent, and Superintendent Engineer, respectively. It is stated that Mr. Folger will probably leave Toronto for New York in the fall.

C. H. BOOTH, whose appointment as Local Freight Agent, Midland Ry. of Manitoba, Winnipeg, was announced in a recent issue, was born at Banff, Scotland, Feb. 16, 1882, and entered railway service, July 1900, since when he has been, to June, 1902, general clerk, C.P.R., Winnipeg; June 1902 to Aug. 1904, billing clerk, Canadian Northern Ry., Winnipeg; Aug., 1904, to Apr. 1906, chief billing clerk, same road; Apr. 1906 to June 1907, inward rate clerk, same road; June 1907 to May 1908, chief rate clerk, same road; May 1908 to Oct. 1909, accountant, same road; Oct. 1909 to May 15th, 1912, assistant local freight agent, same road.

NICOL KINGSMILL, K.C., who died at Toronto, July 21, was born Sept. 30, 1834, and was the youngest son of the late Col. Kingsmill, who served in the Peninsular war, and was afterward sheriff of Niagara, and later postmaster of Guelph, Ont. Nicol Kingsmill was senior partner of the firm of Kingsmill, Saunders, Torrance and Kingsmill, Canadian solicitors for the Michigan Central Rd., and was a director of the Canada Southern Ry., and subsidiary companies, and also of the Toronto, Hamilton and Buffalo Ry. Rear Admiral C. E. Kingsmill, of the

Canadian Naval Department, is a nephew, and W. B. Kingsmill, of the firm mentioned above, is a son.

D. F. MAXWELL, M. Can. Soc., C.E., whose portrait appears in this issue, has been professionally connected for the last 30 years with various railways and other public works in the Maritime Provinces, as well as with several railways in the New England States. During the past eight years he has been wholly engaged in railway work in New Brunswick, four years of that time having been spent on location and construction on the National Transcontinental Ry., and the balance in charge of surveys for the St. John Valley Railway and the Fredericton and Grand Lake Coal and Ry. Co. He was recently appointed Engineer of Railways for the New Brunswick government.

JAMES MILNE, heretofore Superintendent Canadian Salt Co.'s works at Windsor, Ont., and Consulting Engineer, Sandwich, Windsor and Amherstburg Ry. has been appointed Electrical and Mechanical Engineer for the city of Toronto, at a salary of \$5,000 a year. He was born in Scotland some 45 years ago, and



D. F. Maxwell,
Engineer of Railways for the New Brunswick Government.

has been in Canada for about 20 years. Soon after coming to Canada he was appointed teacher of mechanical and electrical engineering in Toronto Technical School and was subsequently in the service of the Toronto Incandescent Lighting Co., of the Jones Underfeed Stoker Co., and the British Columbia Electric Ry.

W. J. PICKRELL, whose appointment as Master Mechanic, District 1, Ontario Division, C.P.R., West Toronto, Ont., was announced in a recent issue, was born at London, Ont., Sept. 15, 1880, and entered C.P.R. service, Jan. 1, 1899, since when he has been, to July 1, 1901, in the West Toronto shops; July 1, 1901 to Nov. 1, 1904, fireman; Nov. 1, 1904, to July 7, 1905, travelling fireman; July 7, 1905 to Aug. 1, 1907, driver; Aug. 1, 1907 to Apr. 15, 1908, assistant Road Foreman; Apr. 15, 1908 to May 10, 1910, driver; May 10, to Dec. 16, 1910, rule instructor; Dec. 16, 1910, to Apr. 9, 1912, driver; Apr. 9, to May 15, 1912, acting District Master Mechanic, District 3, Ontario Division, West Toronto.

K. J. BURNS, whose appointment as Assistant General Freight Agent, Great

Northern Ry., Vancouver, B. C., was announced in our last issue, was born at Rochester, Eng., Oct. 11, 1878, and arrived in Canada in 1882. He entered railway service June 1893, since when he has been; to Feb. 1898, stenographer, C. P. R., Victoria, B. C.; Feb. to June, 1898, second purser, C. P. R. s. s. Empress of China; June to Oct. 1898, ticket clerk, Great Northern Ry., Victoria, B. C.; Oct. 1898 to May 1900, freight solicitor, same road, Vancouver, B. C.; May 1900 to May 1902, General Agent, same road, Tacoma, Wash.; May 1902 to May 1905, General Agent, same road, Victoria, B. C.; May 1905 to June 1, 1912, General Agent, same road, Vancouver, B. C.

T. McNABB, who resigned his position as Master Mechanic, Alberta Railway and Irrigation Company in May, 1911, was, in view of his long and efficient services, given leave of absence on full pay until the company's lines were taken over recently by the C.P.R. After travelling during the greater part of the past twelve months, Mr. McNabb has retired to his Rockyford ranch in Alberta, which he established in 1902, and looks forward to a life of comparative ease after 49 years continuous railway service with two companies. He is one of the oldest subscribers to this paper, and writes: "Please continue to send me The Railway and Marine World, as I do not wish to get entirely out of touch with the old associations. I congratulate you on the continued improvement in your paper."

E. LAIT, who has been appointed General Yardmaster, Winnipeg Joint Terminals, was born at Toronto, Aug. 23, 1889, and entered railway service, July 9, 1902, since when he has been, to Apr. 3, 1904, car checker, C.P.R., Toronto; Apr. 3, 1904 to Aug. 1, 1905, car checker, Canadian Northern Ry., Winnipeg; Aug. 1, 1905 to Oct. 25, 1907, night terminal clerk, same road; Oct. 25, 1907 to Jan. 9, 1909, freight brakeman, same road; Jan. 15, 1909, to Nov. 16, 1910, switchman, same road; Nov. 18, to Dec. 19, 1910, brakeman; Chicago and North Western Ry., Chicago, Ill.; Dec. 26, 1910, to Sept. 14, 1911, switchman, same road; Sept. 15, to Nov. 18, 1911, night Yardmaster, Canadian Northern Ry., Winnipeg; Nov. 19, 1911, to June 20, 1912, switchman, same road; June 20 to June 28, 1912, Night Yardmaster, Winnipeg Joint Terminals.

H. J. BEEMER, who died in London, Eng., towards the end of June, was born at Homesdale, Pa., in 1848. He commenced his railway career as a foreman for Smith and Ripley, New York, who brought him to Canada. One of his first works as a contractor was the railway bridge at Ottawa, followed by some portions of the Dufferin improvements at Quebec. He was Managing Director, Quebec and Occidental Ry. in 1887, and later built the water works in Quebec city. His most important works after that were the Ottawa and Gatineau Ry., the Pontiac Pacific Jct. Ry., and the Quebec, Montmorency and Charlevoix Ry., and the Montreal and Western Ry. In 1895 he made a contract with the Quebec city council for the construction of an electric railway there. In 1905 he left Canada for the United States and for some time was engaged in mining in Arizona.

A. C. GRAY, M. I. M. E. (Eng.), whose appointment as Superintendent of Motive Power, Reid Newfoundland Co., St. John's Nfld., was announced in our last issue, served a five years apprenticeship with Neilson and Co., now the North British Locomotive Co., Glasgow, Scotland, and entered North British Ry. service there, as a running shed fitter. He was subsequently, Locomotive Foreman, Chief Assistant Locomotive, Carriage and Wagon Superintendent, and General Workshop Superintendent, Southern Brazilian Ry., Rio Grande de Sul, Brazil, and on the sale of the railway, he was retained by the new management as Chief