

L. A. Lovett, barrister, of Liverpool, N.S., was married at Kentville, N.S., Aug. 15, to Miss E. B. Gifkins, daughter of the General Manager of the Dominion Atlantic Ry.

W. Phillips is reported to have resigned the managership of the Niagara Falls Park & River Ry. His name is mentioned in connection with the management of the Winnipeg Electric St. Ry.

J. W. Hickson, eldest son of the late Sir Jos. Hickson, formerly General Manager of the G.T.R., who has been studying in Germany the last year, has taken the degree of Ph.D. with honors.

H. T. Smith, Advertising & Claims Agent of the London St. Ry. Co., recently received the medal granted him for his participation in repelling the Fenian Raid in 1866. He served in the St. John, N.B., volunteers.

A. C. Curry, New Brunswick agent of the Dominion Atlantic Ry., who resigned recently to go into life assurance business, was, on leaving, presented with a gold-headed cane by the office staff in St. John, N.B.

H. Ledyard, of Detroit, eldest son of President Ledyard, of the Michigan Central Ry., was married at Hamilton, Ont., Sep. 5, to Miss M. A. M. Hendrie, fifth daughter of W. Hendrie, G.T.R. cartage contractor.

D. W. Beatty, Chief Clerk of the Freight Claims Department of the G.T.R., was recently presented by the members of the staff with a dressing case & a gold-mounted walking stick, on ending his service with the Co.

G. B. Reeve, ex-General Traffic Manager of the G.T.R., writes the RAILWAY & SHIPPING WORLD from La Pomelo Rancho, La Mirada, Cal.:—"Allow me to compliment you on the advancement & growing importance of your publication."

E. A. Cunningham, who recently resigned the chief clerkship of the C.P.R. Stores Department, Montreal, was, on leaving, presented with a gold watch by fellow-employees of the department, & with an address & locket from the formen of the locomotive shop.

R. J. Smith, heretofore District Freight & Passenger Agent of the Great Northern Ry., (U.S.A.) at Winnipeg, has been appointed District Passenger Agent at Pittsburg, Pa. G. C. Jones has been appointed Acting District Freight & Passenger Agent at Winnipeg.

R. H. Ingram, Treasurer of the Central Vermont Ry., fell off the str. Bohemian just after it passed under the C.P.R. bridge at

Lachine, Que., on Sep. 3, having leaned too far over the railing. He was rescued by three Indians who put off from Caughnawaga in a canoe.

Sir Wm. Van Horne, in an interview in Montreal early in Sept., said there was no truth in the rumor that he intended to entirely sever his connection with the Company. "It is the old rumor," said Sir William with a laugh, "and it is hardly worth contradicting. I think I will be connected with the C.P.R. for some time longer."

Geo. Irving, who died at Montreal Aug. 28, aged 78, of pneumonia, came to Montreal some 40 years ago from Scotland, & was 33 years in the service of the G.T.R., retiring in 1897. After he came to Canada he inaugurated & practically owned the Adirondack & St. Lawrence Ry., which was afterwards sold to the G.T.R. He was then appointed Paymaster of the G.T.R.

Members of the Brotherhood of Railway Trainmen of America on the C.P.R. have been notified that M. Fitzgerald has resigned the chairmanship of the joint protective board & that T. G. McManamon, of Ruby Creek, B.C., the Secretary of the Committee, will perform the duties of Chairman until arrangements can be made for the members of the joint protective board to meet & elect a permanent Chairman & a Secretary.

E. B. Osler, of the C.P.R. directorate, has been on a visit to Great Britain, chiefly with the object of sitting for his portrait to Sir Geo. Reid, the President of the Royal Scottish Academy. Sir George was commissioned by the North of Scotland Canadian Mortgage Co., of Aberdeen to paint a full-length portrait of Mr. Osler, for presentation to Mrs. Osler, with a view of commemorating a connection with Mr. Osler's firm for 20 years which has permitted the payment of dividends of 10%, while at the same time a reserve fund of £90,000 has been accumulated against a paid-up capital of £150,000. The portrait is regarded as ranking with the best of Sir Geo. Reid's works.

Capt. P. J. Larkin died at St. Catharines, Ont., Aug. 31, aged 71, of cancer of the throat, after 8 months' illness. He was a native of Galway, Ireland, & came to Canada with his parents in 1837. For 14 years he lived in Toronto, & then went to St. Catharines. He sailed the lakes for many years, & was known in every port. When he retired from that sphere he was possessed of a handsome

competency. In 1875 he undertook a large contract on section 1 of the Welland Canal, which he carried out successfully. The firm of Larkin, Connolly & Co., was afterwards formed, & the work of constructing the graving dock & harbor works at Quebec was secured. The graving dock at Esquimalt, built in 1886, was another contract which fell to this firm. Capt. Larkin also built portions of the Ontario & Quebec division of the C.P.R. & the Esquimalt & Nanaimo & Shuswap & Okanagan railways in B. C. For the past three years the firm of Larkin & Sangster has been engaged on a large contract on the St. Lawrence canals at Iroquois, Ont.

C. P. Huntington, President of the Southern Pacific Ry., died in the Adirondacks, N.Y., Aug. 14. His railway career may be said to have begun in 1861 with the inception of the plans to build the Central Pacific R.R., & 40 years after, at the time of his death, he was the executive head of railway lines involving over 8,000 miles of road & of steamship interests connecting the continents of Asia & America, & leading the coastwise traffic of the American Continent. He was also the originator & chief adviser in many other transportation interests. The story of the construction of the Central Pacific by Mr. Huntington & his associates—Hopkins, Sanford & Crocker—and the difficulties which they overcame, are a familiar part of American history. After the completion of the trans-continental railway the development of the Pacific Coast states was undertaken, & the Southern Pacific line was extended northward to Portland & south to Los Angeles, through New Mexico & Texas to New Orleans & Galveston & into Mexico. Connecting steamship lines on the Atlantic & Pacific as auxiliaries to the railway system were created. In all these developments the prevailing motive force was the genius for construction & combination of Mr. Huntington. In 1869, he acquired control of the Chesapeake & Ohio R.R., which was extended & its terminal at Newport News enlarged & equipped. The great shipyard at the latter point is also a product of his foresight & energy. Every wheel & stroke of commerce throughout the great Southern Pacific system of railways & steamship lines was stopped for seven minutes during his funeral in New York. At the exact moment when the clock struck 11 in New York every hammer in all the shops ceased clanging, engines paused upon the rails, & steamships floated lifelessly upon the water.

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