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A Western Railway Manager.

All railway men in Canada will cheerfully accord to William Whyte, Manager of the C. P.R. western lines, a foremost position in their ranks. Mr. Whyte is entitled to the dignity of being "a born railroader." For more than 30 years he has been connected with railways, & from the bottom of the ladder has climbed to pretty near the top rung.

Possessed of excellent administrative ability, shrewd, sharp & with sound judgment, he has all those characteristics which are considered necessary in the make-up of a successful railroader, & which are pre-eminently requisite for the proper fulfilment of the responsible position he occupies. His forte is railway management, which fact is easily seen by his rapid advancement from the ranks. Added to his other qualifications are a pleasing personal address, a courteous demeanor & affable manner, which have gained him a large measure of popularity, not only among his associates & subordinates on the railway, but among all classes of citizens. In Winnipeg, where he has lived in recent years, there is no man more popular or who enjoys to a greater degree public respect & esteem. His reputation for integrity & uprightness is so well established that his counsel is readily accepted by the public in any controversy.

The position which Mr. Whyte holds as Manager of the western portion of Canada's great transcontinental highway is no sinecure, indeed involves the greatest responsibilities. His duties are numerous & unceasing, the ordinary railway routine being the smallest portion of them. In the public affairs of Manitoba, British Columbia & the Canadian Northwest, in which the C.P.R. Co. is naturally very closely interested & connected, Mr. Whyte's tact & ability are frequently manifested. There have been difficulties between the great corporation & the public which few men would have been capable to deal with, & which fewer would have succeeded in overcoming. It has been in great & important matters that Mr.

Whyte has displayed those qualities which only statesmen & diplomats are supposed to possess. There have been such intricate problems as strikes; there was, a few years ago, the famous anti-monopoly or "disallowance" agitation, which bordered dangerously close on civil war, & in all these stormy & exciting times the Company relied largely on Mr. Whyte's judgement, a reliance which was well placed. His manly & determined line of ac-

tion in times of trouble & agitation, firmly but courteously carried out, has gained for him the admiration & personal approval of even those who have been opposed to the policy which the C.P.R. considered itself justified in pursuing.

In another way, too, has Mr. White earned the admiration of a large class of citizens—in his efforts to minimize Sunday labor on the railway. He conscientiously abstains from

& morality—indeed is an ideal citizen of the greatest value to any community.

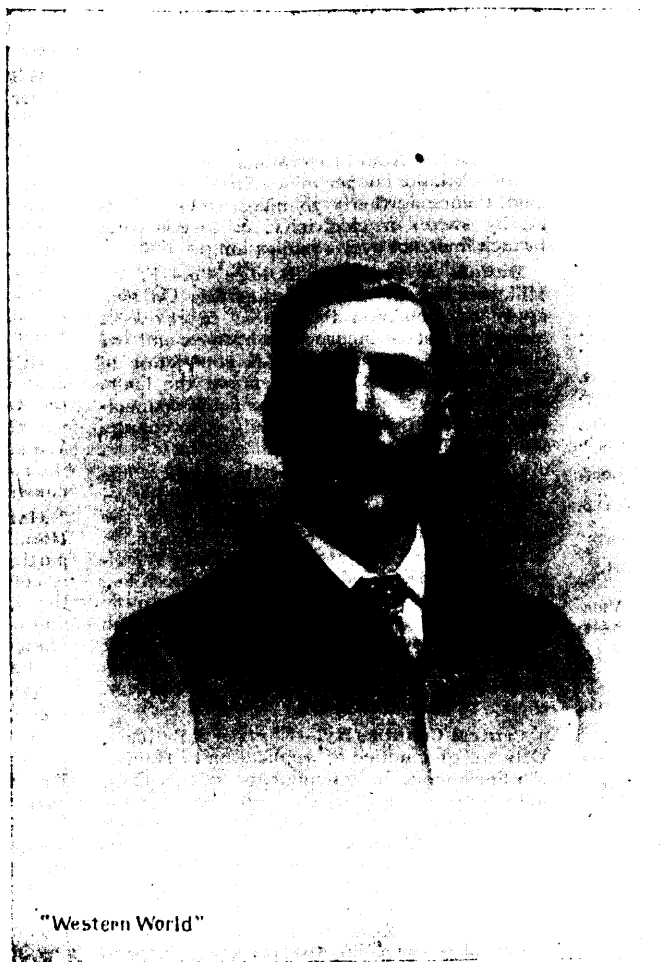
Busy man though he is, Mr. Whyte realizes fully the force of the adage that declares against "all work and no play." In all the boundless west there is no more enthusiastic sportsman than he, no greater lover of shooting, & no more ardent admirer of a good dog. In the grouse and duck seasons Mr. Whyte invariably takes his vacation, & he is credited

with being one of the best shots in Manitoba. Mr. Whyte began railway work at the age of 18, having been equipped with a good education & naturally possessing a fondness for railroad duties. He is a native of Charleston, Fifeshire, Scotland, where he was born Sept. 15, 1843, being now just 55 years of age, though in personal appearance he would pass for a much younger man. He was educated in the schools of his native town, & in 1861 entered the employment of the North British Ry. Co. It was in 1863 that he determined to emigrate to Canada. For two years after arriving he did not find a suitable opening in railway work; but then he received the appointment of freight clerk on the G.T.R. at Cobourg, Ont. In the same year he was transferred to the Co.'s freight office in Toronto, occupying a similar position till the early part of 1867, when he became Freight Foreman of the sheds. Afterwards he occupied the position of Yardmaster at Toronto & in 1870 was appointed Night Station Agent at the same city.

A year later, in 1871, he was at Stratford, occupying the dual position of Freight & Station Agent. It was here that Mr. Whyte got his first opportunity in the making of the enviable reputation he now enjoys. The gauge of the G.T.R. was then being changed, & all way-freight & passenger traffic was transferred at Stratford. Owing to Mr. Whyte's excellent management, matters were so well arranged that little delay & no blockade was occasioned, though the ordinary work was immensely increased. From 1874 to 1881 he managed the G.T.R. business at

London, Ont., & in the latter year he took charge of the freight offices and sheds at Toronto. In Nov., 1881, the Co. acknowledged his services by promoting him to the assistant superintendency of the central division of the system from Kingston to Stratford.

In Sept., 1883, he severed his connection with the G.T.R., to become General Superintendent of the Toronto, Grey & Bruce, which had been leased to the Ontario & Que-



WILLIAM WHYTE.

labor on Sundays himself, & while, of course, in a concern of such magnitude as the Canadian transcontinental route, entire cessation from labor at any time would be utterly impossible, thanks to Mr. Whyte's efforts the least possible work, consistent with the perfect efficiency of the service, is required of the army of employes on Sundays. Mr. Whyte has also always been foremost in works of Christian charity, in promoting temperance