

without comprehending the smallest details, & in this there were employed a staff of 28,000 men. Amongst these there were lawyers & other professional men, & out in B.C., where he supposed they needed some moral advice, they even retained missionaries.

He had mentioned to them the variety of interests & he would like to say something about the officers of the corporation. In order to make that organization perfect, to properly care for the affairs of the Co., the greatest possible care was required on the part of the Co.'s managers, general superintendents, traffic officers & others of the staff. He had been with the Co. almost since its inception, & previous to that had had 14 or 15 years' experience in railway life. He knew pretty thoroughly the organization of the railway from one end of the continent to the other, & appreciated it in every detail & he knew he could say without fear of contradiction that no railway in the world ever had, or has had, the same competent, loyal or energetic staff as that of the C.P.R. Without such a staff, no amount of ability or energy on the part of the higher officers of the Co. would be effective, & with it they were able to distance their competitors.

Charles Rudolph Hosmer.

The newly-elected director of the C.P.R., whose portrait is given on pg. 313, is the son of the late Hiram P. Hosmer, & was born at Coteau Landing, Que., Nov. 12, 1851, & educated there. He commenced telegraphy at the age of 14. When he was 21 he was appointed Superintendent of the Dominion Telegraph Co., then the active competitor of the Montreal Telegraph Co., & in 1881 became President of the Canada Mutual Telegraph Co., an ally of the Mutual Union Telegraph Co. of the U. S. A. In 1886, when the C.P.R. decided to establish a commercial telegraph system, Sir Wm. Van Horne selected him for the position of Manager, which position he has occupied ever since, the system having grown under his management to its present vast proportions. He has announced that he will shortly retire from the position & it is said that in addition to attending to his important private interests he will represent in Montreal an important foreign banking house.

Soon after Mr. Hosmer's appointment to the management of the C.P.R. Co.'s telegraphs, an alliance was formed with the Mackay-Bennett cable & allied telegraph interests, which threw him into close personal contact with John W. Mackay, of Bonanza fame, & a warm friendship sprang up between them. Mr. Hosmer has for some time been Vice-President of the Commercial Cable Co., & in addition to being a director of the C.P.R. is also a director of the Merchants Bank of Canada, Montreal Gas Co., London & Lancashire Insurance Co., Canada Paper Co., Edwardsburg Starch Co. & other important enterprises.

RAILWAY PROJECTS.

Brandon & Southwestern.—Notice is given of application to the Dominion Parliament for an act to extend the Brandon & Southwestern Ry. (projected) from Brandon, Man., to Gladstone, thence to or near Carman, thence to Winnipeg, also from or near Carman to the International Boundary line in range 5 or 6, also from township 8 or 9, range 7 or 8, to the boundary in township 1, range 16 or 17, & from township 5 or 6, range 12 or 13 to the boundary in township 1, range 11 or 12, & to increase the capital stock of the Co., & for other purposes.

Cascade to Carson.—E. Miller, solicitor for L. A. Manly & other applicants, gives notice of application to the Dominion Parliament to incorporate a company to construct & maintain a railway from the International Boundary line near Cascade, B.C., westerly, following the valley of the Kettle River to the boundary line at or near Carson, with a branch from or near Grand Forks, to 50 miles up the North Fork of the Kettle River, following the valley of that river, also with a branch from or near Grand Forks, by way of Greenwood to the International Boundary line at or near Midway, & for other powers.

Columbia River to Vancouver, &c.—S. Curtis, Rossland, gives notice of application to the B.C. Legislature to incorporate a company to construct and operate a railway from the Columbia River, south of Lower Arrow Lake, westerly to Vancouver, via Rossland & Sheep Lake, & via or near the various

construct & operate branch lines to the coast on either side of the Island, & with other powers. This is understood to be in the interest of the Esquimalt & Nanaimo Ry.

Cross Creek to Stanley.—The projectors of this proposed line of 6 miles from Cross Creek Station on the Canada Eastern, for which a Dominion subsidy was re-voted last session, have been assured by the New Brunswick Government that a Provincial subsidy will also be granted upon the Co. entering into a contract with the Dominion Government & giving satisfactory assurance of its ability to build & operate the road.

Dalton Trail to Lynn Canal.—J. T. Bethune, P. F. Scharschmidt, F. P. Armstrong & J. S. Harvey give notice of application to the B. C. Legislature to incorporate a company to construct & operate a railway from the northern boundary of B.C. at or near the point of intersection of the Dalton Trail, via Chilkat Pass to or near Kluckwan, or as near to the shores of Lynn Canal as the Province has the power to grant.

Dawson City to Dominion Creek.—Belcourt & Ritchie, solicitors, Ottawa, give notice of application to the Dominion Parliament to incorporate a company under the name of the Deutsche Klondike Gesellschaft, to construct & operate a railway from Dawson City, Yukon, along Bonanza Creek & across the dome to a point upon or near claim no. — on Dominion Creek, a distance of about 55 miles altogether, & for other powers.

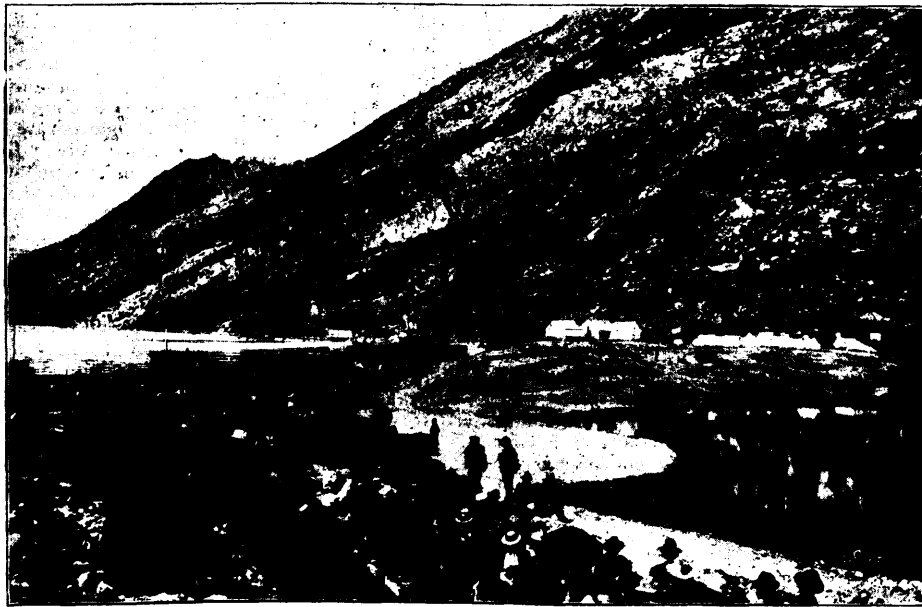
Dyea River to Lake Bennett.—D. G. Macdonell, solicitor, Vancouver, gives notice of

application to the B. C. Legislature, to incorporate a company to construct & operate a railway from or near Dyea River, on the International Boundary between B. C. & Alaska, to or near Lake Bennett, & for other powers.

French River to Portage du Fort.—Perkins & Fraser, solicitors, give notice of application to the Dominion Parliament to incorporate a company to construct & operate a railway from the District of Parry Sound, Ont., at or near the mouth of the French River, through the Districts of Parry Sound & Nipissing & the County of Renfrew to Pembroke, thence through the County of Renfrew to or near Portage du Fort, Que., with power to erect bridges across

the Ottawa River & other rivers necessary for the purposes of the undertaking, & for other powers.

The Hurontario Ry. Co. was incorporated by the Ontario Legislature in 1874, the Act being amended in 1892 to 1897. The Co. has power up to 1902 to begin, & within 5 years thereafter to construct a railway from Toronto to Georgian Bay, also other powers, particularly authority to utilize the water of Lake Simcoe & the Nottawasaga & Humber rivers, for power, etc., & to supply Toronto & other cities with water. D. Blain, Toronto, President of the Co., says the proposal is to build an air line of 66 miles between Toronto & the mouth of the Nottawasaga River, a few miles east of Collingwood. A preliminary survey shows that the maximum grade going



FIRST PASSENGER TRAIN LEAVING LAKE BENNETT, B.C., ON THE WHITE PASS & YUKON RY.

This train left Lake Bennett July 6, 1899, & carried as freight about \$200,000 in gold dust.

points where the Kettle River intersects the International Boundary Line, & crossing Okanagan River south of Okanagan Lake, & via or near Princeton, on the Similkameen River, & via New Westminster, & with power to operate & construct branch lines up & down the Similkameen River from or near Princeton to the International Boundary Line, & extending northward to Nicola Lake, & thence to Kamloops, & also to Spence's Bridge; & for other powers.

Comox to Cape Scott.—H. M. Hills gives notice of application to the B.C. Legislature to incorporate a company to construct & operate a railway from Comox District, Vancouver Island, northerly, to or near Cape Scott, or some other suitable point at or near the north end of the Island, with power to