

Muhlfeld, who has gone to the G. T. R., at Battle Creek, Mich.

T. M. Jubb, General Superintendent's Assistant, Ontario & Quebec Division, C.P.R., died at Toronto, Jan. 18, of pleurisy, after a short illness. He was 39 years of age & had been in the service about 15 years. The office has been abolished.

Sir Charles & Lady Rivers Wilson leave London, Eng., at the end of March on an extended tour through California. The charming house in Pont street, which Sir Charles purchased three years ago from Mrs. Langtry, will be let during their absence.

P. F. Hodgson, heretofore G.T.R. Signal Engineer, sailed from Canada Jan. 8, to take the managership of Saxby & Farmer's railway signal & safety appliance works, Kilburn, London, Eng. As foreshadowed in our last issue, he has been succeeded at Toronto by W. H. Patton.

Traffic Manager Reeve, of the G.T.R., delighted many of his friends with a handsome "Compliments of the Season" card. In the centre are the British & U.S. flags, flanked on one side by a handsome passenger train, & on the other by an ocean steamer, Mr. Reeves' signature being appended in fac-simile.

Miss Mostyn, sister of Lady Rivers Wilson, was married recently in St. Peter's, Eaton Square, London, Eng., to John Home, younger son of Sir George Home Spiers, son of the late Sir George Home Spiers, ninth baronet, & brother of the present baronet, of Blackadder, Berwick. Sir Rivers Wilson was present.

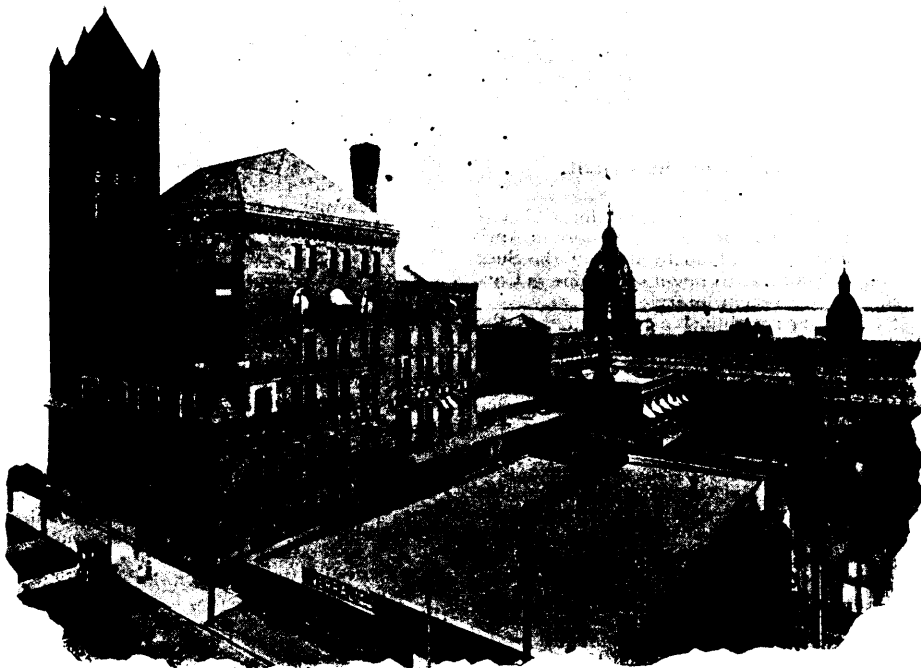
C. R. Hosmer, Manager C.P.R. Telegraphs, & Mrs. Hosmer, who returned to Paris last month owing to the serious illness of their daughter, Olive, who they had left there at school, are now in the south of France, where she is improving very satisfactorily. They will probably return to Canada in February.

Leonard H. Young, ticket clerk of the Great Northern at the general office, has been appointed Travelling Passenger Agent, with headquarters at Seattle, Wash., to succeed Mr. Yerkes, who becomes General Agent at Seattle in place of H. C. McMicken, formerly of Winnipeg, who has gone into the service of an Alaska transportation company.

J. O'Leary, who has been railway constructing in the Kootenay district of B.C. for several years, was recently killed on the Robson-Midway, on which he had a sub-contract. While superintending the lowering of a large stone into place, one of the guy ropes of the derrick broke, & the mast of the derrick swung down, pinning him to the ground, injuring him so that he died 20 minutes later. He was a native of Maine.

Major Girouard, who is in command of the railway construction battalion in Egypt, is a son of Judge Girouard, of the Supreme Court of Canada. The Major was educated at the Royal Military College, Kingston. He served two years on the survey & construction staff of the C.P.R., then was given a lieutenancy in the Royal Engineers, & made traffic manager of the Royal Arsenal Railways, Woolwich. In 1896 he joined the force under Lord Kitchener.

Calvin S. Brice, President of the Lake Erie & Western, Cleveland, Akron & Columbus & Cincinnati Northern Rys., 1st Vice-President of the Duluth South Shore & Atlantic, & President of the Sault Ste. Marie Bridge Co., died in New York Dec. 15, of pneumonia. He was born at Denmark, Ohio, in 1845, & began his railway career in 1870 as general attorney of the Lake Erie & Louisville, which was subsequently sold & reorganized as the Lake Erie & Western. He was receiver of the road during the receivership, & after the reorganization was from 1877 to 1886 General Counsel of the Lake Erie & Western, being



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chosen President in 1887. Mr. Brice served a term of six years as U.S. senator from Ohio.

General Manager Hays, of the G.T.R., & Mrs. Hays will leave at the end of this month on a visit to Europe. On reaching Liverpool they will proceed to London direct, but their stay there will only be short, for it is their intention to make a cruise through the Mediterranean, & a tour through southern Europe, after which they will return to London & make a longer stay there. Mr. Hays will have consultations with the President & Vice-President of the G.T.R., & expects to be present at the annual meeting of the Co., which will take place towards the end of March, when he will have an encouraging statement to present with regard to the progress of the Co. He will be absent from Montreal about two months.

#### Death of General Manager Campbell.

W. R. Campbell, General Manager of the Dominion Atlantic Ry., died in London, Eng., Jan. 8, after a brief illness. He was in the prime of life. When he visited Nova Scotia last summer he was in the best of health, a perfect picture of robust manhood. When Peter Innes resigned the management of the road he was succeeded by Mr. King, who acted as resident manager for a short time & was succeeded by Mr. Campbell. The latter has resided in London, but visited Nova Scotia at stated intervals. His connection with the D.A.R. has been notably co-incidental with the remarkable development of the road. Mr. Campbell's faith in Nova Scotia was boundless, & his enterprise & energy, backed up by that faith, have found expression in the rapid modernization of the railway in all its departments, & he did a good work not only for his railway but for the Province. One of the characteristics of the man was his interest in the employes of the Co. In the jubilee year he took advantage of the general rejoicing to emphasize the good will which existed between the management & the employes by entertaining them at an elaborate dinner at Kentville. The 150 that sat down to dinner that night will remember the occasion well, & the hearty good will that existed then between Mr. Campbell & the staff, & how it has always remained. —Halifax Chronicle,

#### The Toronto Union Station.

The illustration on this page shows the north & east sides of this building, & the extensions towards the lake, with a portion of the north train shed. Most of the views heretofore published have shown the north & west sides. We do not publish this illustration with any idea that it may serve as a model, for the general consensus of opinion is that the Toronto Union is one of the most inconvenient stations in America, expensive to run & unsatisfactory in very many other respects.

#### Time Service on the Grand Trunk.

C. H. McLeod, Superintendent of Time Service, has issued the following circular: On & after Feb. 1, the present method of sending time over the wires of the System will be discontinued & the time will be sent directly from McGill College Observatory, Montreal, or from the Standard Clock in the Co.'s office, Union Station, Toronto, as follows, in Eastern Standard time:

At 10 hr. 58 min. 0 sec. a.m. dashes (make or break) begin & are sent at each even second up to & including 10 hr. 58 min. 50 sec.

10 hr. 58 min. 50 sec. to 10 hr. 59 min. 0 sec., no signals.

At 10 hr. 59 min. 0 sec. dots (make or break) begin & are sent at every second up to & including 10 hr. 59 min. 50 sec.

10 hr. 59 min. 50 sec. to 11 hr. 0 min. 0 sec., no signals.

At 11 hr. 0 min. 0 sec. one dash (make or break) & circuit closed.

These signals are to be repeated automatically by means of special repeating sounders which have been placed at the necessary points. Operators at these points will see that the repeating instruments are kept in good order & adjustment, & that they are thrown into circuit not later than 10 hr. 57 min. 50 sec. a.m. each day & out of circuit promptly on the receipt of last signal. Any imperfection in adjustment to be corrected immediately the signals begin.

When circuit has closed at 11 o'clock, each station will acknowledge the receipt of time by "O.K." to the chief dispatcher of the district, who will enter operator's initial in the