

from financial ruin was to write off part of the debt, increase the capital sufficiently to enable the proprietors to complete the system, and transfer the management to Canada. Fortunately the creditors agreed to this solution, and he was chosen President in 1878. The line was continued to Midland, and a link was built to connect Peterboro and Lindsay. After the reorganization was a success the system was taken over by the G.T.R. and consolidated with other local lines into its present Midland Division.

BARON STRATHCONA AND MOUNT ROYAL (Donald A. Smith), High Commissioner for Canada, London, Eng., who died there, Jan. 20, was born at Archieston, Morayshire, Scotland, Aug., 1820, and was educated locally with the intention of following the legal profession. He, however, entered the Hudson's Bay Co.'s service in 1838, and spent 13 years on the Labrador coast, being afterwards transferred to the Northwest Territories, where he occupied various positions, towards the latter part of his service becoming, chief factor, Resident Governor, and Chief Commissioner for the company in Canada. He became involved in the Red River Rebellion in 1869, and received the thanks of the Governor General in Council for the ability he evidenced in that connection. On the organization of the Province of Manitoba, he was elected to the Legislature for Winnipeg and St. John, was later appointed on the Legislative Council for the Northwest Territories, and subsequently was also elected to the Dominion House of Commons for Selkirk. In 1874 he resigned his seat in the Legislature, retaining his seat in the Dominion Parliament until 1880, when he was defeated. He re-entered politics in 1887, representing Montreal West, until Apr., 1896, when he retired from political life in Canada on his appointment as High Commissioner for Canada in London, Eng., which position he held to the time of his death. He was associated with the Canadian Pacific Ry. from its commencement, but for political reasons his name was not included with those to whom the original charter was granted, and was a director and member of the executive committee since the early days of the company's history. In the early days of the railway, he, in conjunction with Lord Mount Stephen, risked practically the whole of his fortune on the construction of the road, and his work in this connection was eulogized, Jan., 1897, by Sir Charles Tupper, a former Prime Minister of Canada, in the words, "the C.P.R. would have no existence to-day, notwithstanding all the Government did to support that undertaking, had it not been for the indomitable pluck, energy and determination, both financially and in every other respect, of Sir Donald Smith." He drove the last spike in the C.P.R., Nov. 7, 1885. He was created a K.C.M.G. in 1886, a G.C.M.G. in 1896, was raised to the peerage as Baron Strathcona and Mount Royal of Glencoe (Scotland) and Montreal (Canada) in 1897, and created a G.C.V.O. in 1908. As an additional honor the peerage was granted with a special remainder to his daughter and her heirs. He has also been honored with university degrees and honorary positions, too numerous to mention, as are also his positions in connection with financial, industrial and educational institutions, and his benefactions of all kinds. Apart from his official connections with Canada, he constantly kept in close touch with the Dominion, and was a frequent visitor, having been in Ottawa and Montreal quite recently.

A Correction.

By an unfortunate mistake the first lines of each of the two paragraphs giving biographical data of J. G. Sutherland, Car

Service Agent, Alberta Division, C.P.R., Calgary, and of the late James Charlton, in our last issue, were transposed. The items should have read as under:—

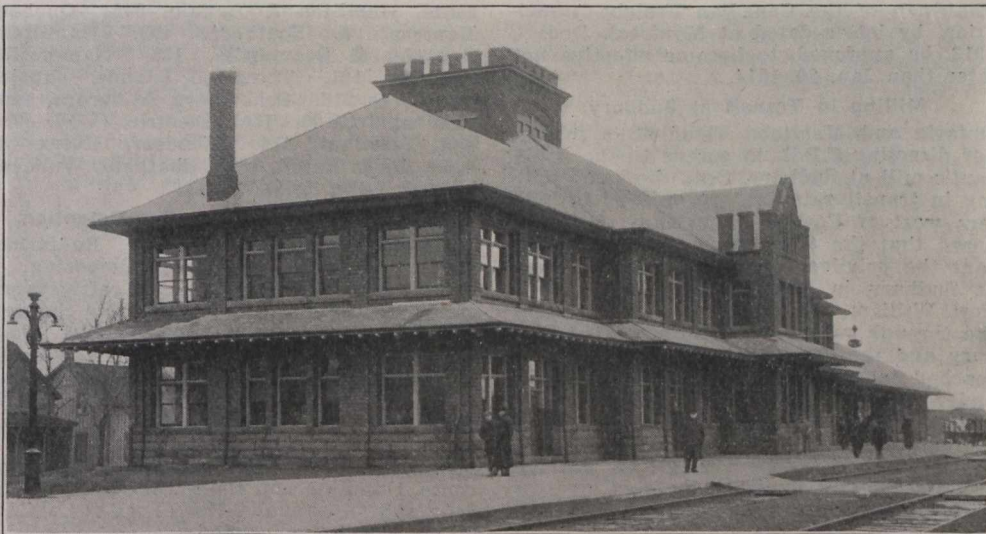
JAMES CHARLTON, Chairman, Transcontinental Passenger Association, who died at Chicago, Ill., recently, after a short illness, was born at Bothal, Northumberland, Eng., May 15, 1832, and commenced railway service there, Apr., 1847, since when he has been, to Mar., 1857, junior clerk, chief clerk, and cashier, Newcastle and Carlisle Ry., Newcastle upon Tyne, Eng.; Apr. 29, 1857, to 1870, assistant to chief clerk, Audit Department, in charge of statistics and freight accounts, and chief clerk, auditor and General Passenger Agent, Great Western Ry. of Canada, now part of the G.T.R. Since March, 1870, his service has been in the U.S., retiring from active railway work, Jan. 1, 1900, when he held the position of General Passenger and Ticket Agent, Chicago and Alton Rd.

J. G. SUTHERLAND, whose appointment as Car Service Agent, Alberta Division, C. P.R., Calgary, was announced in our last issue, was born at Aulac, N.B., Nov. 24, 1882, and entered railway service June, 1898, since when he has been, to Apr., 1901, operator and assistant agent, Intercolonial Ry. at various points; Apr., 1901, to June, 1902, operator, Pacific Division, and re-

The Grand Trunk Railway's New Station at Stratford, Ont.

The new station which the G.T.R. has built at Stratford, Ont., was formally opened to the public, Dec. 17. It replaces the one which was built in 1867, and which for years has been inadequate for the needs of the traffic. A new station at Stratford was among the things promised on the occasion of the first visit of Sir Charles Rivers-Wilson and the late C. M. Hays, as President and General Manager respectively, to the city. This long promised station is now an accomplished fact.

The new building, of which an illustration is given on this page, has a frontage on Shakespeare St. of 151½ ft., and is 60 ft. wide at its widest part—the centre. At this point is the main entrance, which is sheltered by a canopy 18 ft. 10 ins. by 16 ft. 8½ ins. Inside the main door is a loggia, 15¼ ft. by 16 ft. 9½ ins., which leads to the general waiting room, 30 ft. 1¼ in. from front to rear, by 80 ft. In the centre, opposite the main entrance, is the ticket office, 15½ ft. by 16 ft., which extends 7½ ft. out on to the platform. To the right of the loggia are the men's smoking room and lavatories, and on the left the women's waiting room and lavatories. The lunch room,



Grand Trunk Railway Station at Stratford, Ont.

lieving agent, C.P.R., at various points; June, 1902, to May, 1906, dispatcher, C.P.R., Revelstoke, B.C.; May, 1906, to Feb., 1907, dispatcher, C.P.R., Calgary, Alta.; Feb., 1907, to Apr., 1911, dispatcher and acting Chief Dispatcher, C.P.R., Cranbrook, B.C., and McLeon, Alta.; Apr. to Nov., 1911, dispatcher and acting Chief Dispatcher, C.P.R., Calgary, Alta.; Nov., 1911, to Nov., 1913, Chief Dispatcher, C.P.R., Medicine Hat, Alta.

The C.P.R. medical system on the Pacific Division is, according to a Vancouver, B.C., report, being reorganized. F. W. Peters, General Superintendent, was in Nelson, B. C., Jan. 14, discussing the proposed standardization of the medical service with representatives of the men. The proposed system provides for a uniform fee and a uniform service among all the employees on the division, instead of the present monthly fee of from 75 cents to \$1.50, for which different services are given.

W. Holmes, stated to be chief clerk in the Mechanical Department, G. T. Pacific Ry., at Edmonton, Alta., was arrested, Jan. 16, on a charge of theft of passes, and D. H. Pierce, of the Hub Employment Agency, Edmonton, Alta., was also arrested on the same day for illegally selling G.T.P.R. passes.

with kitchen and store, 40 ft. by 32 ft., is to the right, with its main entrance from the waiting room, while to the left is the parcel and baggage office and baggage room, 38 by 32 ft. The second story is devoted entirely to offices. The western end is given over to the private and general offices of the Superintendent; next comes the Trainmaster's office, and on the south side are the dispatchers' offices. Following along are the offices of the Divisional Freight Agent, the General Yardmaster, the Supervisor of Bridges and Buildings, and the Resident Engineer. East of the station building, and connected with it by an umbrella roof of 75 ft., is the express building, 32 ft. by 57 ft. The central tower is 60 ft. high, and the two additional stories in it are fitted as file rooms.

The building is constructed of Saginaw vitrified brick on a concrete foundation, with a slate roof. The internal fittings of the public parts of the station are tile floors, oak panelled ceilings, with walls finished in burlap. A new brick platform has been laid.

Cast Iron Wheel Records.—H. H. Vaughan, Assistant to Vice President, C.P.R., read a paper on this subject before the Canadian Railway Club, Jan. 13.