

# THE Railway and Shipping World

Devoted to Steam & Electric Railway, Shipping, Express, Telegraph & Telephone Interests.

VOL. I., No. 5.

TORONTO, CANADA, JULY, 1898.

\$1 A YEAR.

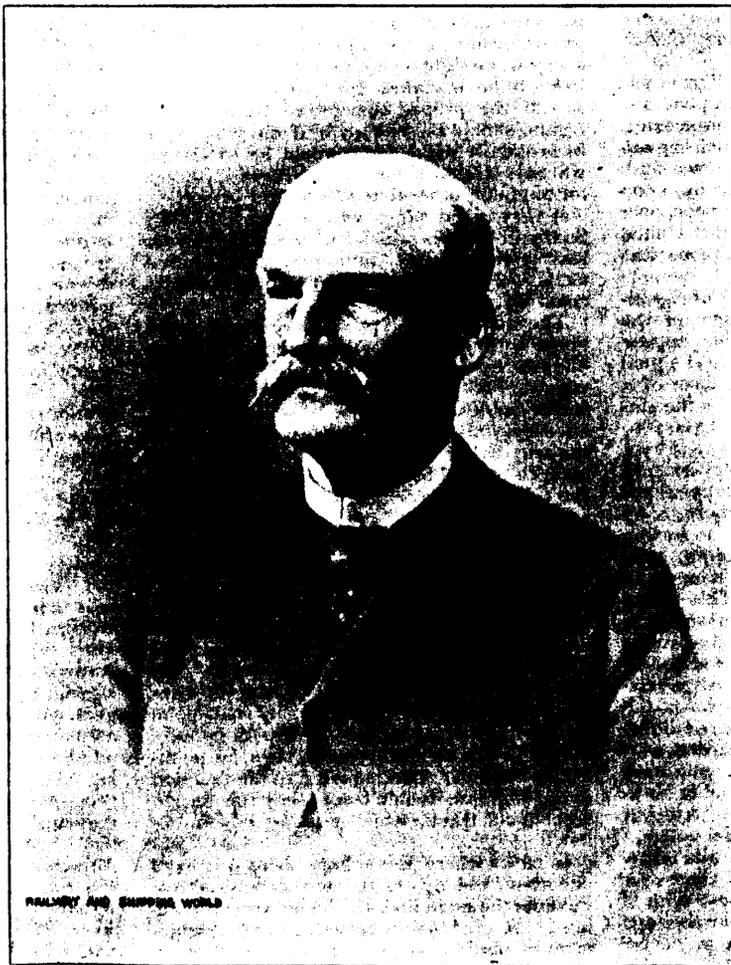
## The Deputy Minister of Railways.

Collingwood Schrieber, C.E., C.M.G., was born in England, Dec. 14, 1831, his father being the late Rev. Thos. Schrieber, of Bradwell Lodge, Essex, & his mother a daughter of Admiral Bingham. Having been educated in England he came to Canada in 1852, & obtained a position on the engineering staff of the Hamilton & Toronto Ry. until its completion in 1856. He was in private practice in Toronto with Sandford Fleming & Thos. Ridout, in the firm of Fleming, Ridout & Schrieber, until 1860, when he entered the service of the Northern Ry. as Superintending Engineer of Construction under Sandford Fleming. On the completion of this work in 1863 he became Division Engineer for the Nova Scotia Government on the Pictou Ry. & remained in charge of the works up to their completion in 1867. In 1868 he entered the service of the Dominion Government as a district engineer in connection with the survey & construction of the Intercolonial Ry. In 1869 he took charge of the Eastern Extension Ry. as Superintending Engineer, & was afterwards Superintending Engineer & Commissioner's Agent for the whole road. Subsequently he associated himself with E. R. Burpee as a contractor for the construction of the Prince Edward Island Ry., the Springhill Branch & the Springhill & Parrsboro Ry. In 1873 he was appointed Chief Engineer of the Dominion Government Railways in operation & in 1880 he succeeded Sandford Fleming as Chief Engineer of the survey for the C.P.R., the duties of both which positions he discharged for a considerable period. He was admitted a member of the Canadian Society of Civil Engineers in 1887; was a member of the Royal Commission on Railways in 1886, & was appointed Deputy Minister & Chief Engineer of the Department of Railways & Canals Nov. 30, 1892, which position he still holds. He was created a Companion of the Order of St. Michael & St. George, June 3, 1893. In religion he is an Anglican. He married a daughter of the late Lieut.-Col. A. H. Maclean, of H.M. 41st Foot. She died in 1892. His residence is Elmsleigh, Argyle Avenue, Ottawa.

Sir Wm. Van Horne, who returned from England at the end of June, paid a visit to Minneapolis & St. Paul in the middle of July.

## An Era of Railway Building.

At the recent annual meeting of the Bank of Commerce shareholders in Toronto, the President, Senator Cox, in the course of his address, said:—It is evident that we have entered upon an era of railway building & of great increase in our ocean carrying trade. After the building of the Intercolonial & Canadian Pacific railways it was but natural that a young country like Canada should pause,



COLLINGWOOD SCHRIEBER, C.E., C.M.G.

a little exhausted by its effort; & there were those who, therefore, thought that we had ended our day of railway building on a large scale, whereas we have but commenced. Many things have happened lately which should cause us to take stock of our country afresh, & estimate from a wider point of view its future possibilities & its immediate wants. In Manitoba the branch roads & local systems feeding the main lines are prospering, & new communities of settlers are being created, the people are awakening to the great value of new districts which were not discussed a few

years ago, & the feeling that the railway must be the pioneer—must go in advance of settlement—is greatly strengthened by the success of some recent efforts in railway building of that kind. Gradually we are making it possible for pioneers in farming to get into that more northerly country in the Northwest, which so attracted the early travellers that they called it the "fertile belt" at a time when the prairie country west of the Red River Valley was accounted worthless. Further

west along the foothills it is clear that railways must be built northward, & when built we shall wonder at the possibilities of cattle ranching thus opened to the world. In British Columbia the need of railways is even more evident to the most careless observer. In the southern part where mining is being developed much has been done & much remains to do. But looking northward everything is yet to do. We have all been discussing freely the needs of the Yukon district, partly because it has become a political question, & partly because it has been so suddenly thrust upon our attention. But the Cassiar & the Cariboo districts require aid also, & there can be little doubt that before long a railway system will serve all these, touching at some Canadian port on the Pacific, & eventually reaching down to the main line of the C.P.R. On the Pacific a great ocean traffic is being created, & while much of it is merely coastwise & carried on mainly by U.S. vessels, when the first rush of the mining excitement is over I feel sure that of the steady trade that remains we shall have a considerable share. In the traffic with Asia there is a great increase, of which we get a fair share. On the Atlantic our traffic is rapidly increasing, & whether the proposed fast line service is carried out by the present projectors or not, the need of it is more evident than ever before.

On retiring from the C.P.R. service recently, after being Roadmaster of the Owen Sound branch for 30 years, John Gordon was presented by the sectionmen with an easy chair, a bookcase & Secretary, some handsome books, a gold-mounted stick & an address.

J. M. Herbert, recently appointed to the General Superintendency of the Eastern Division of the G.T.R., came from the Wabash under the new management. He first went to Island Pond as Trainmaster, & in June was removed to Belleville, whence he has gone to Montreal.