

Mainly About Electric Railway People.

Mrs. H. W. Mills, widow of the former Manager of the Sarnia St. Ry., died in Sarnia, Ont., June 26.

George Scott, who has been in the company's service in various capacities for several years, has been appointed Superintendent, Moncton Tramways, Electricity & Gas Co., Moncton, N.B., vice A. B. Corryell, resigned to go into the moving picture business in Buffalo, N.Y.

William J. Lynch, who has been appointed General Manager, Quebec Ry. Light, Heat and Power Co., Quebec, Que., was born there, June 17, 1882. He entered the Montmorency Electric Light Co.'s service as a clerk in 1897, and in 1900, when the company was amalgamated with the Quebec, Montmorency and Charlevoix Ry., he was appointed cashier, from 1905 to 1907 he was accountant; 1907 to 1909, Treasurer, and from 1909, when the various properties comprising the Quebec Ry. Light, Heat and Power Co. were consolidated, he has been Treasurer and Comptroller.

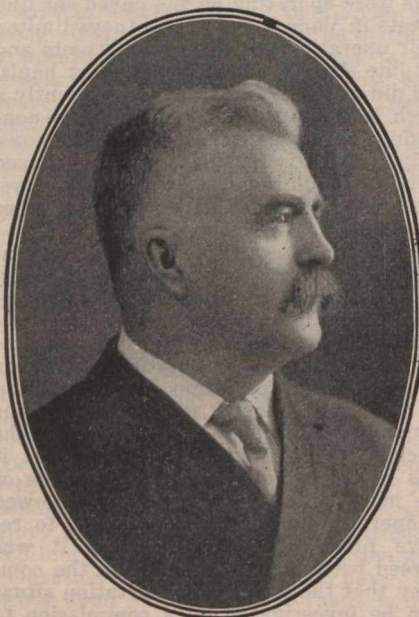
Albert Eastman, who has been elected Vice President Canadian Electric Railway Association, was born in Bosanquet Tp., Ontario, Aug. 21, 1870. He entered transportation service in 1889, and was to 1891, operator, Michigan Central Dd.; 1892 to 1900, freight and ticket clerk and operator, G.T.R., Detroit, Mich.; 1901, assistant agent, Michigan Central Rd., Detroit, Mich.; 1901 to Nov., 1902, Travelling Express and Passenger Agent, Detroit United Ry.; Dec. 1902 to May 1903, General Express Agent, Utica and Mohawk Valley Ry.; May to Nov. 1903, Division Superintendent, Detroit United Ry.; Nov. 1903 to Nov. 1907, Superintendent of Employment, Public Service Corporation of New Jersey; Nov. 1907 to May 1910, General Express and Passenger Agent, New York State Railways, Syracuse and Utica, N.Y.; May 1910 he was appointed General Manager, and in 1914, also Vice President, Windsor, Essex and Lake Shore Rapid Ry., Kingsville, Ont., which position he still holds.

Duncan McDonald, who has been selected to represent the Toronto Ry. on the board of conciliation appointed under the Industrial Disputes Investigation Act, to deal with the matters between the Toronto Ry. and its employes, was born at St. Thomas de Montmagny, Que., June 17, 1859, and removed to Montreal in 1875. He entered Montreal St. Ry. service in 1881, as a driver, in order to acquire a thorough knowledge of street railway work from its very commencement. He was soon changed to conductor and after about a year in that capacity, was appointed roadmaster. In 1886 he severed his connection with the company and engaged in other business. Anticipating the progress that the trolley system would make, he went to St. Paul and Minneapolis, Minn., in 1889, and secured a practical knowledge of electric railways. He returned to Montreal in 1892 and re-entered Montreal St. Ry. service as inspector, and in 1894 was appointed Superintendent of Transportation, which position he held until 1898, when he resigned to become General Manager, Parisian Tramways Co. Paris, France, in which position he organized the Parisian system to a high degree of efficiency. In 1903 he returned to Montreal, having been offered the position of Manager, Montreal St. Ry., which position he held to Nov. 1910, when he was appointed General Manager, and on

the organization of the Montreal Tramways Co., in 1912, he was appointed General Manager of the new company, resigning in July, 1912, since when he has devoted his time to his other interests, including the Montreal Tunnel and Ter-



A. Eastman,
Vice President and General Manager, Windsor,
Essex, & Lake Shore Rapid Railway



Duncan McDonald

minal Co., the Prepayment Car Sales Co., of which he was President, and which controls the pay as you enter car, of which he was one of the patentees, and also the pay within car. He is a director of the Dominion Park Co., the Automobile Club of Canada, a member of the Civil Engineers Society of France, a member of the Institution of Electrical Engineers of England, and was connected with the

Canadian Street Railway Association, now Canadian Electric Railway Association, from its inception until his retirement from actual street railway service, being President for two years and member of the executive committee for several years. For two years he was a city controller of Montreal, and was an unsuccessful candidate for the mayoralty at the last election.

Earle L. Milliken, Manager, Cape Breton Electric Co., Sydney, N.S., who was elected a member of the Canadian Electric Railway Association's executive committee at its recent annual meeting, was born at Bideford Me., May 15, 1888, and was educated at Springfield Technical High School and the University of Maine, whence he graduated in 1908 with the degree of B.S. in electrical engineering. During the summers from 1903 to 1908, he engaged in various work, respectively as follows: General electric work, Westbrook Electric Light & Power Co., Westbrook, Me.; in the brass department, Coffin Valve Co., Mepouset, Me.; in tool making department, Chapman Valve Co., Indian Orchard, Mass.; rodman, Maintenance of Way, Bangor & Aroostook Rd.; in machine shop, Portland Co., Portland, Me., and on inventory work, South Massachusetts Telegraph and Telephone Co. From Sept. to Nov., 1908, he was engaged in Stone & Webster's statistics department, Boston, Mass., and entered the service of the Cape Breton Electric Co., which is managed by Stone & Webster, Nov., 1908, since when he has been, to Oct., 1909, clerk to Manager; Oct., 1909, to Feb., 1911, Superintendent of Distribution and Electrical Engineer; Feb., 1911, to May, 1912, Superintendent, Light and Power, and Electrical Engineer; and from May, 1912, Manager.

Increased Electric Railway Fares in Fort William and Port Arthur.

On Mar. 1 the City Corporation of Fort William and the Public Utilities Commission of Port Arthur, Ont., entered into an agreement as follows: "Whereas the city is operating an electric street railway within the limits of Fort William and the commission is operating an electric street railway within the limits of Port Arthur, subject to certain agreement for a through service of cars. And whereas the said railways are operating at a loss and it is necessary to increase the fares. Now therefore the parties hereto agree as follows: Notwithstanding anything to the contrary in any bylaw or agreement or order in council the fares to be hereafter charged on the said street railway shall be as follows:

"(1) One fare in each city. (2) Regular fare 5c or 6 tickets for 25c, good from 5.30 a.m. until 12 p.m.

"(3) Workmen's fares, 5c or 8 tickets for 25c, good from 5.30 a.m. to 8 a.m. and from 5.30 to 7 p.m., from Monday to Saturday inclusive. Sunday tickets, 8 for 25c, good from 5.30 a.m. to 12 p.m.

"(4) Children's tickets up to 14 years of age, 10 for 25c, good all hours every day of the week, Sunday included. All bona fide students, above 14 years, privileged to use children's tickets, between 8 a.m. and 5 p.m. on school days.

"(5) Fares from 12 p.m. to 5.30 a.m. 10c each, good for a through ride.

"(6) Children under 14 years of age may use school children's tickets on Sunday, be good for through ride."

The Ontario Railway and Municipal