

rait appears in this issue, was born at York, Eng., May 25, 1852. From Nov., 1865, to Oct., 1872, he was with the Allan Line Steamship Co.; Nov., 1872, to Oct., 1873, Local Freight and Passenger Agent, Canada Central Ry., Ottawa; May, 1874, to July, 1877, Private Secretary and Comptroller to the Earl of Dufferin, Governor General; July, 1877, to Feb., 1881, Assistant Secretary, Treasury Board, Ottawa; Feb., 20, 1881, to Jan., 1882, Local Treasurer and Assistant to General Superintendent, Western Division, C.P.R., Winnipeg; Jan., 1882, to June, 1883, Purchasing Agent, Western Division, and Assistant to General Manager, C.P.R., Winnipeg; June, 1883, to Aug. 31, 1892, General Superintendent, Manitoba & Northwestern Ry., Portage la Prairie and Winnipeg; Sept. 1, 1892, to May, 1900, General Manager, Manitoba & Northwestern Ry., Winnipeg; May, 1900, to June, 1901, Executive Agent, C.P.R., Winnipeg; June, 1901, to Aug. 31, 1905, Assistant to Vice President, C.P.R., Montreal; Sept. 1, 1905, to Feb., 1908, Assistant to President, C.P.R., Montreal; Mar. 1, 1908, to Dec. 31, 1916, Assistant to President and Secretary to Company, C.P.R., Montreal. On leaving Winnipeg for Montreal in 1901 he was presented with a solid silver service by the business community "in recognition of the integrity, unfailing courtesy and great ability displayed by him as an official and as a public-spirited citizen." He had charge of the royal trains over the C.P.R. lines during the several visits of the Prince and Princess of Wales (now King George and Queen Mary), Prince Arthur of Connaught and Prince Fushimi, and of several tours of the Duke and Duchess of Connaught from 1912 to 1916, and was presented with handsome testimonials from each of these personages, as well as from the late King Edward VII., in acknowledgment of his and the company's services and attentions to the illustrious visitors. He was decorated with the 3rd class of the Order of the Sacred Treasurer by the Emperor of Japan, 1906; appointed an Esquire of the Order of St. John of Jerusalem, 1910; appointed Commander of the Royal Victorian Order, June, 1911. Married Jane Helen Cruice, daughter of the late R. W. Cruice, Ottawa, 1875 (deceased May, 1902); secondly, Belle Drysdale Paton, daughter of the late Andrew Paton, Sherbrooke, Que., Oct., 1907 (deceased June, 1908); thirdly, Elsa Dicke, Vienna, Austria, Dec., 1909. He is a member of the following clubs:—Mount Royal, Royal Montreal Golf, Montreal Jockey, Rideau, Ottawa Country, and Manitoba. He expects to go to England at an early date for a short visit and will probably, with Mrs. Baker, leave in March for Japan and China.

**Grand Trunk Pacific Ry. Suit.**—An action has been brought in a Manitoba Superior Court involving the Grand Trunk Pacific Ry., the G. T. P. Development Co., and the Transcontinental Townsite Co., and affecting the purchase of townsites and right of way for the G.T.P.Ry. branch lines in Saskatchewan and Alberta, and the obtaining of an area of land from the Dominion Government. The claims made amount to \$761,174.22, and there is a counterclaim of \$2,025,000.

**T. McHattie**, who resigned his position as Master Mechanic, Eastern Lines, G.T.R., Montreal, recently, on account of ill health, in remitting his current subscription, writes,—"The Railway and Marine World is always received with much pleasure, for the splendid information which it contains from month to month."

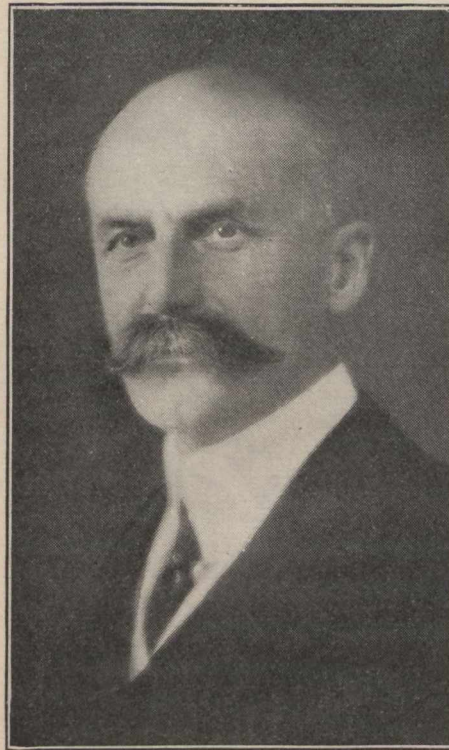
## Freight and Passenger Traffic Notes.

The Pacific Steamship Co. has reduced the round trip fares between Victoria, B.C., and San Francisco, Cal., to \$32.50.

The C. P. R. on Dec. 10 put on a standard sleeping car between Montreal and Grand Mere, Que., leaving Montreal at 11.55 p.m. daily, and Grand Mere, at 7 p.m. weekdays, and 4.30 p.m. Sundays.

The Pacific Steamship Co., in order to relieve the freight situation in the Pacific coast, has increased its service by putting on two freight steamships on the run between Seattle, Wash., Victoria, B.C., and Californian ports.

On the Dominion Government Ry. to Hudson Bay a weekly train service with sleeping car accommodation is being operated from Pas, Man., to the end of track at Kettle Rapids, 332 miles, within 93 miles of the terminus at Port Nelson, on Hudson Bay.



Walter R. Baker, C.V.O.

The Canadian Northern Ry. has made some alterations in the dining car tariff on its trains. Club breakfasts will be served at 25c, 50c, 65c and 80c; luncheons at 50c, 70c, 80c, and \$1, and dinners at 50c, 75c, 85c, and \$1. An a la carte service is also given.

The C. P. R. proposes to feature Vancouver and the Pacific Northwest as a holiday resort both for summer and winter visitors. The tourist possibilities of this district were explained to the C.P.R. officials at the recent conference at Winnipeg by H. Cuthbert, Industrial and Publicity Commissioner, Victoria, B.C., and Secretary of the North Pacific Tourist Association.

The White Pass & Yukon Ry. has announced that for next season the fares for all round trip tourist trips will be raised as follows: To Atlin and return, from \$100 to \$110; to Dawson and return, from \$160 to \$170; to Fort Yukon and return, from \$200 to \$215; to Fairbanks and return, from \$250 to \$255. The excursion known as the Grand Tour, which includes a trip down the Yukon

and to St. Michael and Nome, will cost \$305, against \$300 this year.

The Pacific Great Eastern Ry. is carrying considerable quantities of produce, timber, etc., from points between Squamish and Clinton into Vancouver, B.C. Freight is caried to Squamish by train and thence by steamship to Vancouver. A recent statement is that during the summer and autumn of 1916 the traffic to Squamish for shipment covered 4,500 live stock, 100 cars of potatoes, 300 cars of hay, about 50 cars of beans, and numerous cars of timber for piles and other construction purposes.

Decision was given recently in a Montreal Court in the action of Dacosse against the G. T. R., dismissing the suit, which was to recover \$397 value of goods lost in transit between Montreal and Winnipeg. The plaintiff shipped some furniture by the G. T. R. from Montreal to Winnipeg, packing some articles valued at the amount claimed in the furniture. He claimed that during transit the goods had been lost or stolen. The defence was that the company has not been advised of goods having been packed in the furniture, and that they had been lost on one of the other lines over which they were routed.

The development of the Peace River country consequent upon the coming of a railway is shown by the fact there was shipped in from Edmonton, Alta., over the Edmonton, Dunvegan & British Columbia Ry. during the first year 40,000 tons of freight and that there was shipped out about 1,000,000 bush. of grain. In previous years, when the only means of shipment was by the Canadian Northern Ry. to Athabasca Landing, and thence by water and overland routes to Groward, Peace River Landing and other points, the average shipments inwards amounted to about 1,500 tons, and practically nothing but furs came out.

Victoria business men asked Esquimalt and Nanaimo Ry. officials recently to put on an evening freight train to Nanaimo, stating that the present day service unfairly handicaps shippers. H. E. Beasley, General Superintendent, informed the representatives of the Board of Trade, who brought the matter before him, that the traffic would not justify the putting on of an evening train, but arrangements had been made so that Nanaimo merchants could get their bills of lading at 8 a.m., so that they might get their freight delivered earlier than at present. During October, he stated, the amounts collected for freight carried on the present train averaged \$93.26 a day, of which the Nanaimo freight only averaged \$18.32 a day.

**French Railway Earnings.**—Recent reports concerning the state of French railways, which are being operated under government control, show that the earnings for August were \$26,037,732 against \$23,397,353 in Aug., 1915, and \$15,086,539 for Aug., 1914. The line with which these figures are concerned are the French State Railways, the Western Ry. of France, the Paris, Lyons & Mediterranean Ry., and the Paris & Orleans Ry. The Northern Ry. of France and the Eastern Ry. of France are chiefly in the territory which is, for the present, in German occupation.

The C. P. R. Colonization and Development Department has for its object the assisting of settlement on the land, and looking into the labor situation in the territory served by its lines. It is in charge of J. S. Dennis, Assistant to the President, and Wm. Pearce is Statistician.