

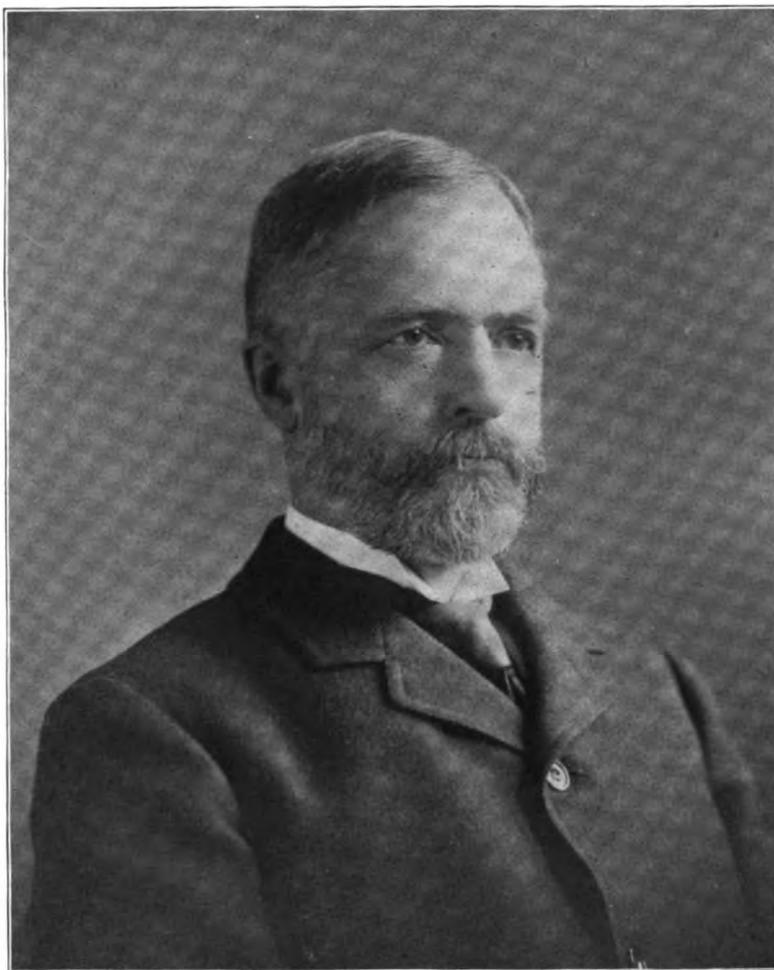
WILLIAM FREDERICK ALLEN.

MANAGER OF THE NATIONAL RAILWAY PUBLICATION COMPANY, AND SECRETARY OF THE AMERICAN RAILWAY ASSOCIATION.

THE subject of this sketch (son of Col. Joseph Allen, a Civil Engineer and State Senator and Colonel of the Ninth New Jersey Regiment of Volunteers, who lost his life during the Civil War,) was born in Bordentown, New Jersey, on October 9, 1846, and educated at the Protestant Episcopal Academy, in Philadelphia, Pennsylvania. Shortly after his father's

Railroad Company, and founded the town of Wenonah, New Jersey.

On October 1, 1872, Mr. Allen became Assistant Editor of the *Official Railway Guide*, and in May, 1873, was made its Editor, and became also Business Manager of the National Railway Publication Company, then in Philadelphia, now of New York. In 1875 Mr. Allen was elected Per-



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death, in 1862, he turned his attention to business, taking a position as Rodman with the Camden & Amboy Railroad Company. So proficient did he prove himself that, in 1863, he was promoted to be Assistant Engineer, and thereafter was engaged on several roads then in course of construction in New Jersey; and in 1868 was appointed Resident Engineer of the West Jersey

manent Secretary of the General Time Convention, composed of the principal trunk-line railways, represented by their general managers and superintendents, which then met to determine upon schedules of through trains on the Eastern and Western roads. In the following year he was elected Secretary of the Southern Time Convention, consisting of the leading Southern rail-

way lines. These Conventions were consolidated in 1886, and from then the American Railway Association developed, and Mr. Allen became Secretary of the Association.

The railway companies in the American Railway Association now operate 205,895 miles of road. The adoption of standard time, based upon the Greenwich hour-meridians on a detailed plan proposed by him, was principally due to the efforts of Mr. Allen, and ultimately culminated in the adoption of Standard Time by the railway companies and by the people of the United States and Canada on November 18, 1883. The same system has been adopted by other countries, and is now in use in Japan, in the Philippine Islands, Porto Rico, Australia, Germany, Austria, Sweden, Switzerland, Italy, Spain, Belgium, Holland, Roumania, Servia and part of Turkey, for which purpose a large amount of information was furnished by Mr. Allen. He contributed articles on the subject to the *Century Magazine* and to the *Popular Science Monthly*.

Mr. Allen was appointed by President Arthur one of five delegates who represented the United States at the International Meridian Conference, held at Washington in October, 1884. Twenty-five nations were represented and the Greenwich meridian was adopted as the prime meridian and standard of time-reckoning. On April 22, 1890.

he was elected an honorary member of the K. K. Geographical Society, of Vienna, Austria, in recognition of his services in the adoption of standard time. He was present as one of eight delegates representing the American Railway Association at the meeting of the International Railway Congress, held in London, England, in June and July, 1895, at which the railways of thirty-six nations were represented; and one of six delegates to the same Congress at the session held in Paris in September, 1900. He was also an Official Delegate of the United States Government to the Paris Congress. The next meeting of the International Railway Congress is to be held in Washington, D. C., in May, 1905, and Mr. Allen is Secretary of the American Section, which has charge of the arrangements for this meeting.

Besides filling the positions already mentioned, Mr. Allen is President of the Manhattan Fire Alarm and the Knickerbocker Guide Company, Vice-President of the New York Transfer Company, Director in the Manhattan Fire Alarm and Gamewell Fire Alarm Telegraph Company, and other corporations; a member of the American Society of Civil Engineers and of the leading Historical, Geographical, Meteorological, Statistical and Economic Associations, and a member of the Lawyers', Transportation, New York Railway and other prominent Clubs of the metropolis.

CURRENT LITERATURE.

"WEE MACGREGOR," by J. J. Bet, a production of Harper & Bros., is a book which has taken England by storm. It is a humorous and realistic story of a little Scottish boy, his father, who slyly pets and spoils him, and of his mother, who adores and disciplines him—three unforgettable people who live actually before us in this author's exquisite and sincere work.

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"Our Feathered Game," by Dwight W. Huntington, describes also all the game birds in the United States, telling where and how they may be shot. There are chapters on guns and dogs, game clubs and preserves, etc. A book for amateur sportsmen and nature lovers. Scribner's Sons are the publishers.

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"True Bird Stories," by Oliver Thorne Miller, and "The Flower Beautiful," by Clarence M. Weed, are two popular books; the latter, an original and suggestive work on the interior decorative use of flowers. The publishers are Houghton, Mifflin & Company.

"When Patty Went to College," by Jean Webster, is a witty college story. Patty, the heroine, is a very fascinating specimen of the genus American Girl. Her sense of humor and her love of mischief are forever getting her into trouble; but her unlimited resources and a sort of sweet audacity usually spare her the frowns of the faculty and the penalties of overridden conventions. The Century Company publish the book.

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"In Piccadilly," by Benjamin Swift, is what might be called a smart story. It is full of thrilling pictures of the surface life of London, describing Piccadilly and Hyde Park. London. Putnam's Sons are responsible for it.

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MR. A. LYS BALDRY'S volume "Modern Mural Decoration" is a handsome volume with its many fine illustrations, and in addition to this its criticisms are of the soundest. It is imported and published by Charles Scribner's Sons, New York.