

of Feb. by F. McG. Derverre, C.E., formerly engaged on the Crow's Nest Pass branch of the C.P.R. The stabbing was the result of a row between the two men.

We are informed that there is no foundation for the report, at all events for the present, that F. W. Jones, formerly Assistant to the Manager of the C.P.R. Western lines, & now Manager of the Columbia River Lumber Co., is to take an important position in connection with the operation of the Canadian Northern Ry. lines. Mr. Jones has a very comfortable position at Golden, B.C., & it is said that he is not feeling any of the railway fever just now. He visited Winnipeg recently & had a hard time convincing people that the report was not true.

Captain B. H. O. Armstrong, R.E., son of C. N. Armstrong, of Montreal, of Atlantic & Lake Superior Ry. fame, who has for a number of years been in charge of the fortifications at Sierra Leone, on the west coast of Africa, has just been ordered to South Africa, & placed in charge of the construction of four forts, designed for the better protection of

over 40 years ago, & commenced railway life as yard clerk for the old Peoria & Pekin Union Ry. at Peoria, Ill. He was afterwards local & commercial freight agent of the C.P. & S.W. Ry., (now part of the Santa Fe System main line) & then for a short time represented the Blue Line at Evansville, Ind. For the past 19 years he has been associated with G.T.R. interests, first as agent of the Great Eastern Line at Peoria, Ill., & during the past 14 years as agent of the Great Eastern Line at Chicago.

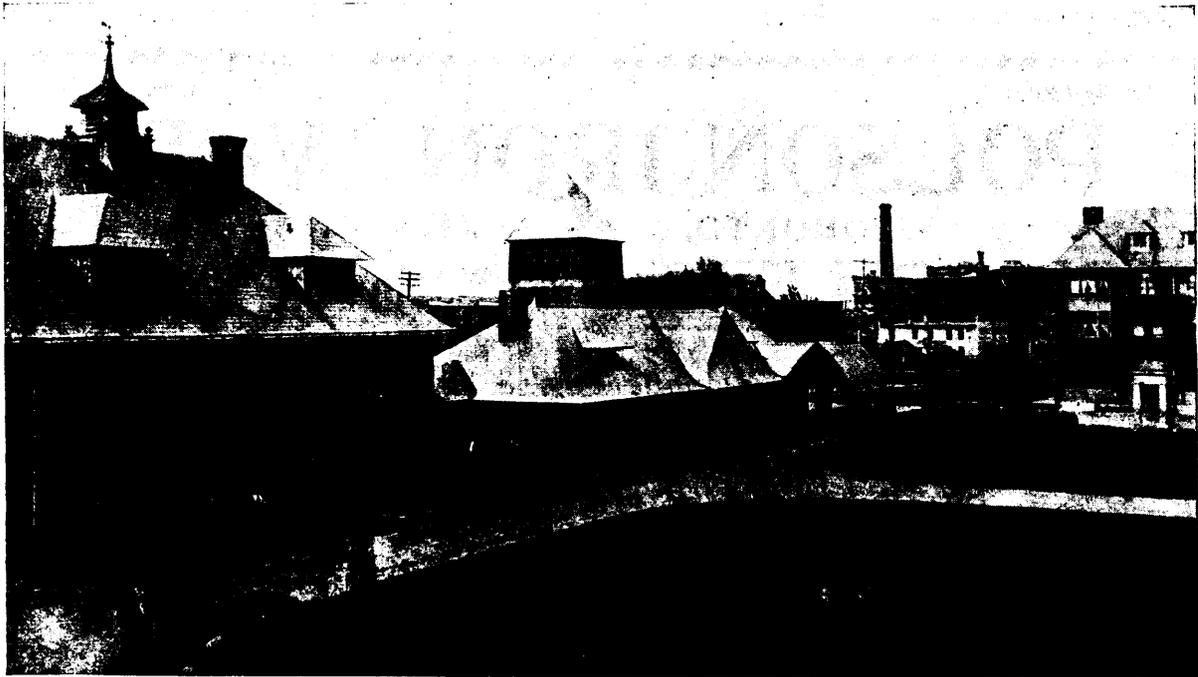
G. A. Sharp, Superintendent of the Prince Edward Island Ry., whose portrait appears on page 65, was born at Studholm, N.B., in 1852, & was educated in the High School at Millstream, N.B., afterwards taking a course in the Commercial College at St. John, N.B. He entered railway service on the Intercolonial in 1874 as operator & relieving agent on the temporary staff. In 1875, on the opening of the P.E.I. Ry., he was appointed freight clerk at Charlottetown; in 1880 he was promoted to be freight agent, & in 1882 station master at Charlottetown, the duties of

Western Railway Progress.

At the recent annual meeting of the Winnipeg Board of Trade the President in his report said: While the year 1900 has not seen a marked activity in railway building, yet some important branches have been extended in different parts of the country, opening up new districts, & giving needed accommodation to others.

Commencing east of us the C.P.R. has built a small spur east of Rat Portage, to one of the well-known mines in that district, & the Lac du Bonnet branch, of about 22 miles, has opened up communication with the largely timbered country, drained by the English & Winnipeg Rivers, both of which are tributary to this beautiful lake. Draining tiles, & superior brick for building & pavement purposes are being manufactured, thus adding another to the large & varied number of our industrial concerns.

Coming to the Prairie country, a line is being extended from MacGregor to a point on the Great North West Central Ry., & the



THE LAKE ERIE AND DETROIT RIVER RAILWAY'S GENERAL OFFICES, STATION AND GROUNDS, WALKERVILLE, ONT.

Cape Town. His brother, Captain C. J. Armstrong, who went out to South Africa as a subaltern in the Montreal company of the Royal Canadian Regiment, is on the staff of Lieut.-Col. Girouard, Director of Imperial Military Railways.

R. S. Logan, who has been appointed Vice-President & General Manager of the Central Vermont Ry., was born Feb. 13, 1864, & was educated in the St. Louis, Mo., public schools. He entered railway service in 1885 with the receivers of the Wabash, St. Louis & Pacific Ry. as clerk in General Manager Talmage's office, since which his career has been as follows:—Dec. 1, 1890, Secretary to General Manager Wabash Rd.; July 1, 1896, Secretary to General Manager G.T.R.; Jan. 1, 1901, Assistant to General Manager G.T.R.; Jan. 9, 1901, Secretary Grand Trunk Western Ry.; March 15, 1901, Vice-President & General Manager Central Vermont Ry.

Ira W. Gantt, who has been appointed General Freight Agent of the Central Vermont Ry. at St. Albans, Vt., was born in the little country town of Atkinson, Ill., a little

ticket agent being added in the same year. On July 1, 1897, on the voluntary resignation of A. McDonald, he was appointed Superintendent.

J. E. Dalrymple, who has been appointed Assistant to the General Manager of the G.T.R., was born in Montreal Jan. 1, 1869. He entered railway service as apprentice in the Treasurer's office of the G.T.R., July 1, 1883, in which office he served until 1890 in various capacities, & finally as correspondence clerk. He left Montreal April 1, 1890, & entered the service of the Chicago & G.T.R. at Chicago, as Secretary to Traffic Manager Reeve. On Feb. 1, 1896, he was appointed Secretary to General Traffic Manager Reeve, of the G.T.R. System at Montreal. On May 1, 1899, he was appointed Division Freight Agent, G.T.R. at Hamilton, Ont. On Aug. 1, 1899, he was appointed Division Freight Agent G.T.R., at Detroit, also Manager of the G.T. Despatch, a fast freight line operating over the G.T. Ry., West Shore Rd. & Fitchburg Rd. On May 1, 1900, he was appointed General Freight Agent of the Central Vermont Ry.

Pipestone branch has been carried forward 100 miles into the well-known fertile & finely situated Moose Mountain district.

It has been found necessary by the C.P.R. to build a substantial steel bridge, supported on masonry piers, across the Red River, on account of the increased traffic & larger engines used, which make the present bridge inadequate for their requirements, & I have good reason to believe this will be followed soon by a large & commodious station. It seems unfortunate that some reasonable arrangement could not have been arrived at between the City Council & the C.P.R., & been ratified by the ratepayers, for the construction of a sub-way on Main St. The condition of things now existing is anything but satisfactory to either the railway company or the citizens, & in addition to this, it has, I believe, caused the postponing for some time longer the erection of a splendid hotel in this city.

The volume of traffic, both through & local, is increasing so rapidly that the C.P.R. has practically decided to establish early next summer two daily trans-continental trains;