

## Personal.

MR. S. R. CALLAWAY, manager of the Union Pacific, and Mr. W. R. Callaway, district agent of the Canadian Pacific, are spending a couple of months in Europe.

MR. C. E. McPHERSON, city passenger agent of the Canadian Pacific, takes the place of Mr. W. R. Callaway, district passenger agent of the road in this city, during the absence of the latter in England.

MR. JAS. HAMILTON KELLY, formerly stenographer to Mr. Spicer, superintendent of the G. T. R., has been appointed to the position of assistant general freight and passenger agent on the Mason City and Port Dodge Railway, Iowa.

DR. SINCLAIR, of Paris, has received the official appointment of medical officer for the Grand Trunk for the district extending from Bright to Brantford, on the Buffalo and Goderich Line, and from Pimceton to Harrisburg on the Great Western.

G. T. R. driver Harry Mayo, of this city, has been presented with a gold medal for running his engine on the esplanade at a rate no faster than is prescribed in the statute book. The presentation was made by Esplanade Constable Williams. Mr. Mayo has been engine-driver in England and Canada since 1839.

THE *Guelph Herald* says: The Grand Trunk Railway Co., lost one of its oldest and most faithful employees on Thursday of last week, when Mr. George Cottrell, station agent at Breslau, passed away. The deceased gentlemen had occupied this position for the long period of thirty-two years, having been appointed thereto upon the opening of the line in 1855.

NOTWITHSTANDING the report of a committee of the House of Commons in his favor, the Dominion Government has not paid Mr. F. B. McNamée's claim for plant taken from him when the government took over the work on the Esplanade Floating Dock, nor has the government even accounted for the \$10,000 which Mr. McNamée put up on taking the work. So says the *Irish Canadian*.

MR. MOWBRAY SELL, the enterprising and successful manager of the *New York Travel Co.*, has started for Europe by the steamship "Alaska." He will stop at Liverpool and London to complete some important arrangements which will considerably increase the facilities of his company for American tourists going to Europe. From England he will go to the continent and visit the principal cities on business connected with the organization of a regular system by which European travelers intending to visit the United States, Canada, Mexico, etc., can do so with the greatest possible comfort under the auspices of the *New York Travel Co.* Rumor has it that there are also negotiations pending to utilize the large net of European correspondents in favor of one or two trunk lines.

MR. J. W. BASTEDO, who was for seven years chief clerk in the office of Mr. Barlow Cumberland, of this city, has been appointed travelling agent of the Atchison, Topeka & Santa Fe Railroad, with headquarters at Buffalo. Mr. Bastedo will add one more to the ranks of young Canadians in the United States, whose sterling business qualities have made the name of Canada a passport to preferment among our neighbors.

MR. SMITH, general eastern passenger agent of the Chicago and Grand Trunk, was found dead in his office on Monday morning, 27th ult. Mr. Smith was last seen alive by a railroad official who met him at 1 p. m. Sunday, June 26th, at the New York post office. Deceased then appeared to be in the best of health and spirits. Both gentlemen walked up Broadway together as far as the Chicago & Grand Trunk headquarters and there parted for the last time. Mr. Smith's death will be much regretted in the railroad circles of this and other cities, and in the many organizations with which he has been prominently identified.

THE *Ottawa Journal* says:—A case of remarkable perseverance and industry is cited in connection with the recent session of our federal parliament. Captain Labelle, manager of the Richelieu & Ontario Navigation Company, is also an M. P., resolved that he could "navigate" daily to Ottawa and back and thus keep his seat warm in the Commons, and also attend to his duties as commodore of the Richelieu fleet; he began by taking the C. A. R. 4.30 p. m. train at Montreal, arriving in Ottawa at eight o'clock, the hour at which the evening session began. The captain then took his seat which he held with fortitude until the adjournment of the House, which was often in the wee sma' hours of morning. He then, it is presumed, retired for a snooze, being around in good time for the 4.30 early morning C. P. R. train for Montreal, arriving there at eight o'clock and in good time for his daily routine of duty. Thus, during the length of the session, the gallant captain performed the double duty of legislator and navigator, founding a title to being the most active member of Parliament. If there is another such record the world should know it.

IN the jubilee issue of the *Canadian American* appears the following appreciative notice of one of the most prominent Canadians, now resident in the United States:—J. Francis Lee, agent of the Canadian Pacific Railway at Chicago, is a son of Dr. Lee, an eminent London physician. He studied at Cambridge, and at an early age entered the general office of the London & North-Western Railway. He underwent rapid promotion until he moved to Montreal some twelve years ago to join the staff of the G. T. R. R. After passing through the various departments at Montreal Mr. Lee was appointed by Mr. Wainwright, the present assistant general manager G. T. R. R., to act as his assistant, and was so engaged for a period of eight years. Mr. Lee's talents attracted the attention of Mr. St. John, of the C. & N. W. R. R., who gave him

his Canadian agency, which position he resigned for the service of the Canadian Pacific. Mr. Lee wields a ready pen as an expositor of railroad problems, and probably the only standard work in America or in England on the practical science of railway passenger traffic is that by Mr. Lee, which has been the text-book for some ten years past, and is now in its second edition. Since Mr. Lee came to Chicago, a year ago, the Canadian Pacific has made wonderful strides in the matter of freight and passenger business.

## Construction.

MR. JAS. ISBESTER, who has a contract on the Sault Ste. Marie Railway, is reported as saying that the rails will be laid from the Sault to Algoma Mills by the end of October. Of the bridge two abutments and two piers are completed.

A despatch from Detroit says—The Grand Trunk Railway Company have obtained control of the Detroit Transit Railway, which will be extended to meet the Grand Trunk at the junction. This will give the latter road much better access to Detroit, the new connection passing through an important part of the city.

ON 22nd June last, in the House of Commons, Hon. Mr. White, Minister of the Interior, replying to Mr. McDowall, stated that the objective point of the North-west Central Railway was the Rocky Mountains via Battleford, fifty miles were to be built this year and the road completed January, 1891. The government's grounds for supposing the railway would be completed were that the companies are bound to raise a loan and profess to have means of doing so. Fifty miles of the Manitoba & North-western will also be built this year.

THE arrangement between the Canadian Pacific and the Grand Trunk, under which both are to reach the Sault with a minimum of difficulty arising out of disputes as to location, is working most satisfactorily. So far the arbitrator, Mr. Walter Shanly, C. E., M. P., who was given power absolutely to decide points of difference arising in carrying out the arrangement, has not been called upon to decide a single question. The work on the Canadian Pacific is proceeding rapidly, and a junction will be made with the American lines this year.

THE *Toronto Mail* says, in a recent editorial:—The railroad question is also becoming a burning issue in British Columbia. The province thinks she was slighted at the wholesale distribution of public money which took place at Ottawa last session. The *Victoria Colonist* of June 30 points out that while Ontario received \$570,000 in railroad subsidies, New Brunswick \$270,000, Nova Scotia \$200,000 and Quebec \$1,150,000, not a dollar was given for the construction of the Shuswap and Okanagan Branch, the one ewe lamb of the Pacific province.