

Personal.

MR. DUNCAN McINTYRE has returned to New York from Europe. He is expected in Montreal in May.

MR. T. L. KIMBALL has been appointed acting general manager of the Union Pacific Railway, in place of Mr. F. J. Potter, deceased.

MR. FRANCIS R. F. BROWN, mechanical superintendent of the Canadian Pacific Railway, is engaged in building two new classes of mogul locomotives, one class for ordinary road, the other for mountain service. In the designing of both classes of engines great care has been exercised to adopt existing patterns, with the result that very little additional expense has been incurred in bringing out the new classes.

MR. PERCY TODD, General Freight Agent, Canada Atlantic Railway and Canada Atlantic East Freight Line, announces that he has completed arrangements with the Canadian Pacific and Minneapolis, Sault Ste. Marie and Atlantic Railways for a through line to St. Paul, Minneapolis and points beyond; and that Royal Whiton, Jr., has been appointed General Eastern Agent of the line, with office at 260 Washington Street, Boston, Mass., where he is prepared to quote through rates and issue through bills of lading. Mr. Whiton will have charge of all Eastern territory except New York City.

MR. S. R. CALLAWAY, President of the Toledo, St. Louis & Kansas City road, arrived in Omaha recently for the purpose of closing up his business affairs here and moving his family and household effects to Toledo, where his future home will be. Mr. Callaway was vice-president and general manager of the Union Pacific road until about a year ago, when he resigned and was succeeded by Mr. Potter. Perhaps no man ever came to Omaha who attracted so many strong personal friends among its citizens, or as general manager of the road who attracted the entire confidence of the public and employees of the corporation so quickly and spontaneously as did Mr. Callaway. This was because no one could come in contact with him without trusting and believing in him. His dealings with men, whether of high or low position, were invariably based upon truth, justice and honor. The most humble employee could approach him at any time, and while he would listen to any complaint, request or demand, he had the happy faculty of quickly seeing all sides of a question and of arranging a settlement of it in a manner which those interested admitted to be just. He never made a promise that he did not keep; he never evaded a request or give any man a half promise in order to get rid of him. He was always frank enough to say yes or no, and never so self-exalted but that he would clearly explain the reason for his decision. He was an able railroad man and a splendid general manager. He did far more for the Union Pacific than most people know, and would have done still more, and as much as any other man could do, had he not been handicapped. —*Omaha Watchman.*

Construction.

PRESIDENT STEPHEN of the Canadian Pacific road, says with reference to the line through Maine: "We have 4,000 men building the line through Maine to Mattawamkeag. There the line connects with the Brunswick system to Fredericton. The section from the latter point to Salisbury and thence to Halifax via Moncton over the Intercolonial will be completed next summer, although we have until 1889 to complete it in. The Maine sections will be finished in June, connecting the Canadian Pacific with St. Andrews, St. John and Halifax, as stipulated by contract.

THE passenger traffic on the Algoma branch of the C. P. R. to the Sault will be opened on the 15th of May, and the Grand Trunk Railway have already purchased land in the town for their station and works.

THE engineers of the Brockville, Westport & Sault Ste. Marie are laying out the route from the Sault, and it is said construction will proceed at once from the western as well as the eastern end.

AN Ottawa paper credits Assistant Manager Wainwright of the Grand Trunk with the statement that by the end of next summer the Grand Trunk Railway will have a through line from Montreal via Ottawa to Toronto. The line of the Midland Division is now constructed and operated as far as Bridgewater, and the road-bed mostly laid into Perth, so that a few months work would be sufficient to have the line completed into that town. The Company have an assurance from the municipalities in the County of Lanark, through which the proposed line will run to Ottawa, of liberal subsidies. The right of way has been purchased more than half way from Perth to this city. Both the Vandreuil and Ottawa, and the Midland Division of the G. T. R. will enter the city in Lower Town, near the old St. Lawrence and Ottawa depot.

Smith's Falls.

MATTERS must be lively at Smith's Falls, when even the Ottawa *Journal* speaks of the place as follows:—Mr. E. A. Peterson, chief engineer of the Canadian Pacific Railway, has gone to Smith's Falls and Perth, in connection with the proposed construction of a new engine and car sheds, as well as additions to the present freight sheds at Smith's Falls. The amount of traffic now passing over the short line from Perth to Montreal and the east is something enormous. All the through freight from the western division to the Pacific coast, as well as the through freight in bond from Minneapolis and Minnesota to the Eastern States markets passes over the short line. In fact, the only freight now which passes over what was the main line to Montreal via Ottawa and the North Shore is the local freight from points along the line and through freight to Quebec.

A prominent C. P. R. official informed a *Journal* reporter to day that there was not one freight car in twenty passing through Ottawa now that went this way previous to the con-

struction of the short line. This falling off in the freight business by Ottawa has had the effect of reducing by more than one-half the number of employees of the road here. Last year the locomotive sheds at the Union Depot had never less than twenty engines in them, and the yards were always filled with freight cars. To day there are four locomotives to do the freight business between Ottawa and Perth, and the yards have been relieved almost altogether of cars.

Smith's Falls has taken Ottawa's place as a freight centre. The C. P. R. have men constructing a new series of side tracks in their yards at Smith's Falls for the accommodation of through freight trains which have to lay over at that place before being hauled east over the short line.

An American Opinion.

THE *Railway Register* says: Winnipeg has won the day, and the Canadian Pacific will surrender its monopoly privileges in Manitoba and the North-west Territory. The Canadian Pacific Company is to be commended for its moderation throughout all the heated discussion and the rash threats that have attended the settlement of this issue. It was clear that it had right on its side from the beginning of the controversy. The pledge of the Dominion Government that it should enjoy exclusive traffic privileges west of Lake Superior for a term of years was the basis upon which the funds were raised for the construction of the line out into that new and sparsely settled region. If it had been understood that rivals would be permitted to reap the benefits of its pioneer work, the Canadian Pacific Company could never have secured the money with which to prosecute its work. It is a patriotic spirit which the management of the road has displayed. When it appeared that the enforcement of its rights would harm the Government, it was ready to yield for the peace and prosperity of the Dominion. The return which it has received for the relinquishment of its monopoly is inconsiderable, and in this it has also manifested a paraiseworthy disposition. And now that Manitoba has that which she desired so much, it is by no means certain that it will fulfil her expectations.

A Corner in Breadstuffs.

A LOCAL farmers' club in Kansas has evolved the brilliant idea of a "farmer's trust," the object of which "to regulate the supply of grain and produce, to prevent the supply from exceeding the demand, and to maintain fair prices." A call has been issued to the farmers and stockmen of Kansas, Colorado, Texas and of the Mississippi Valley generally to meet in Topeka, Kan., May 1, 1888, to organize an association for the purpose named. The call, after stating that the plan contemplates the establishment of central agencies at Chicago and nine other prominent points and defining the powers of the proposed officers, proceeds:

"This plan, we think, with a little experience, can be made practical by means of telegraph communication with the secretaries of each sub-district association. To illustrate,