

ed. Mr. Jelly was taken to Port Arthur, and thence home.

G. H. Strevel, railway contractor, Winnipeg, has retired from business. He has carried out large contracts on the Canadian Pacific and Canadian Northern railways.

A. Piers, who has been appointed Genl. Supt. of C.P.R. Steamships, was born in 1851, and received his education in France and England. He entered railway service in 1870 as clerk in the office of the General Manager of the Great Western Ry. of Canada, since which he has been, consecutively, to 1882, secretary and assistant to General Manager, same road; 1882 to 1889, secretary to General Manager, C.P.R.; 1889 to 1891, engaged in shipping business at London, Eng.; 1891 to 1901, Supt. Steamship Lines, C.P.R.

T. A. Summerskill, who has recently been appointed Superintendent of Motive Power of the Central Vermont Ry., at St. Albans, Vt., entered railway service as an apprentice at the G.T.R. erecting shops, Montreal, in 1873, and after having been appointed charge hand there, he entered the service of the C.P.R., and was subsequently appointed Master Mechanic of the Manitoba and Northwestern Ry., leaving that Co. to take a similar position with the Southern Pacific Co. Later he was appointed Locomotive Foreman, G.T.R. at York, Ont., and in August last, Master Mechanic, Northern Division, G.T.R., at Allandale.

John M. Daly, who has been appointed General Manager of the Cape Breton Ry. Extension Co., was born at Peoria, Ill., June 18, 1860. He entered railway service in 1874 as clerk in the car accountant's office, Toledo, Peoria and Western Rd., since which he has been consecutively to 1877, switchman same road; 1877 to 1878, clerk Wabash, St. Louis and Pacific Rd.; 1878 to 1879, clerk Atchison, Topeka and Santa Fe Rd.; 1879 to 1883, clerk Chicago and Northwestern Ry.; 1883 to 1887, car accountant and trainmaster Chicago, St. Paul and Kansas City Ry.; 1887 to 1891, car accountant New York, Chicago and St. Louis Rd.; 1891 to Sept., 1892, car accountant Illinois Central Rd.; Sept., 1892, to May, 1899, superintendent of transportation same road; May 1, 1899, to Feb. 1, 1901, superintendent of transportation Delaware, Lackawanna and Western Rd. Recently he has been temporarily in the service of the Intercolonial Ry. at Moncton, organizing the car service department.

Canadian Society of Civil Engineers.—On Oct. 24 a paper by W. W. Colpitts, on the "Economics of Railway Improvements" was read before the Society. On Nov. 21, a paper by F. P. Shearwood, on the "Superstructure of the Inter-provincial Bridge at Ottawa" was read."

The G.T.R. system was elected a member of the Committee on Safety Appliances at the fall meeting of the American Ry. Association at St. Louis, Mo., Oct. 23.

Canadian Northern Ry. Construction.

Since the other matter under this head on page 360 went to press, newspaper reports state in connection with the proposed extension to the Pacific coast that W. Mackenzie and D. D. Mann, of Mackenzie, Mann & Co., Hon. C. M. Wells, Chief Commissioner of Lands and Works for B.C., and J. N. Greenshields, K.C., acting for the B.C. Government, had met at Ottawa for a discussion of railway matters. The intention was to build from the Yellowhead pass through Quesnel northwest to the Skeena river, but Messrs. Wells and Greenshields proposed that the line should be diverted at Quesnel and built southwest to Bute inlet. As a result of the negotiations, Mackenzie, Mann & Co. are reported to have submitted a proposition for the early construction of the line from Quesnel, to begin at Bute inlet and build inland. At Bute inlet a connection would be made by ferry to a point at Seymour's narrows, Vancouver island. The Esquimalt and Nanaimo Ry., which now runs from Victoria to Wellington, would be extended northward and connect at Seymour's narrows with a ferry from Bute inlet. In this way a direct connection would be made with Quesnel, and Victoria would become the terminus of the C.N.R. It is further said that as a result of the negotiations the Dominion Government will give the usual assistance in the way of subsidies, and that the B.C. Government will give a subsidy of \$4,000 a mile. D. D. Mann and J. N. Greenshields will, it is said, go to Victoria early in Jan. to determine the terms and other details with the B.C. Government.

We have made inquiries with regard to the foregoing, but have been unable to verify many of the statements. So far as we can ascertain Messrs. Wells and Greenshields have been in communication with Mackenzie, Mann & Co. on this matter, and certain propositions have been made, but it is questionable whether any definite arrangement has been effected. The political situation in B.C. is and has been very unsettled, and it would be a very delicate matter to suggest what may happen in the near future.

The suggested line from the B.C. eastern boundary via the Yellowhead pass and Quesnel to deep water at Port Essington or Port Simpson would be about 400 miles in length, and surveys have been made or are being prosecuted for the construction of lines covering most of the country under the charters of the Kitamaat Ry. (see pg. 355) and the Pacific, Northern and Ominica Ry. (see p. 357).

In reference to the suggested line from Victoria to Seymour narrows, and on to Quesnel, the Esquimalt and Nanaimo Ry. is in operation to Wellington, and there are two charters in existence under which the remainder of the line could be constructed. The Comox and Cape Scott Ry. Co. was incorporated by the Dominion Parliament in 1900, with J. Dunsmuir, R. M. Jeffrey, J. A. Lindsay, L. H. Solby, and H. K. Prior, of Vic-

toria, B.C., as provisional directors, to build a line from Wellington district, Vancouver island, northerly to or near the 50th parallel of latitude in Comox district, on the east coast of the island, and thence northerly through Sayward and Rupert districts to Cape Scott, or other point at the north end of the island. The Co. is authorized to enter into an agreement with the Esquimalt and Nanaimo Ry. among other companies, to sell or lease its property in whole or in part. The second charter was granted at the last session of the B.C. Legislature, incorporating E. G. Tilton and D. E. Campbell as the Imperial Pacific Ry. Co. Power is given to the Co. to "construct or acquire" a standard gauge railway from Victoria to Seymour narrows; and north-easterly "by way of Tete Jaune Cache or Yellow Head pass, or vicinity of Fort George, or Pine river or Peace river passes" to within 50 yards of the provincial boundary.

HOPE MOUNTAIN ROUTE.

At the conference at which the above was discussed, the question of the railway through the Hope mountains was also considered, but no definite decision was arrived at. Mackenzie, Mann & Co. represent the Vancouver, Victoria and Eastern Ry. and Navigation Co.'s interests, and have surveyed a route through the district; and the C.P.R. Co. has also surveyed a route from Midway via Princeton to Spence's Bridge, but the B.C. Government desires a direct line between Hope and Midway. Negotiations are in progress between the B.C. Government and the representatives of the two companies, but nothing has been settled.

Kingston and Pembroke Railway.

As mentioned in our last issue, the control of this Co. has been secured in the interest of the C.P.R. Co., over 70% of the stock having, it is said, been acquired. At a meeting at Kingston, Nov. 13, the board of directors was reorganized. C. F. Gildersleve, who had been President since the road started, resigned, and is succeeded by H. M. Folger. The following five directors resigned:—R. V. Rogers and J. Swift, Kingston; H. Porter, Chicago; F. S. Flower and H. Seibert, New York, and were succeeded by the following C.P.R. officials:—A. R. Creelman, T. Tait, C. W. Spencer, W. R. Baker, and H. P. Timmerman. The old directors remaining, besides H. M. Folger, are B. W. Folger and W. D. Hart, Kingston. C. W. Spencer, General Superintendent of the Eastern division of the C.P.R., was elected Vice-President and General Manager, succeeding B. W. Folger in the latter position. The other officials are as follows:—Sec.-Treas., J. Whitehead; Gen. Freight and Passenger Agent, F. Conway; Gen. Superintendent, F. A. Folger, Jr.; Chief Engineer, T. W. Nash.

It is said that the road will be considerably improved next year, that new rails will be

**Rails,
Locomotives,
Steam Shovels,
Second-hand Plant,
Dominion Wire Rope,**

JAS. COOPER
MONTREAL
CANNELL STEEL RAILS

**Scrapers,
Picks, Shovels,
Wheelbarrows,
Track Tools, Barrett-
Jacks, Relaying-Rails**