

the Georgian Bay to Toronto, owned by the C.P.R. & G.T.R., in which a large amount of capital has been invested. The Dominion Parliament would not be justified in building another line to take away the business from the lines of those companies & to ruin their properties, which would be the practical result of an air line such as is proposed. Another & a very important consideration is the fact that the people generally—outside of those having town & city interests to be directly benefited—are not in favor of the Government owning any more railways. The experience in the operation of the Intercolonial & Prince Edward Island Railways, with their actual loss in working, has shown conclusively that Government railways cannot be successfully operated in Canada. This is no reflection on the permanent officials in charge of them, but is owing to the fact that successive Governments—it makes no difference whether they are Liberal or Conservative—use these lines as a part of their political machinery & exploit them for the benefit of their respective parties without any regard to business principles.

### Detroit River Bridge.

The bill introduced in the U.S. Senate by Senator McMillan provides that the Detroit River Bridge Co., which is incorporated under the laws of Michigan & of Canada, may build & maintain a bridge over the Detroit River at or near the city of Detroit. Following are the principal provisions of the bill:—The plan, location & elevation of the bridge, so far as the interests of navigation are concerned, shall be recommended by a board of 3 officers of the Corps of Engineers, which shall be selected by the U.S. Secretary of War, & the Secretary of War shall determine the plan, location & elevation of the bridge, which shall be constructed for the use of all connecting railroads on either side of the river on equal terms, & for other purposes. Any bridge built under the act shall be a lawful structure, & shall be recognized as a post route. The bridge shall be made with not more than 3 unbroken & continuous spans between the bulkhead line on the Detroit side of the river & the bulkhead line on the Canadian side. The length of the main channel span shall not be less than 1,200 ft. in clear width between the masonry piers, measured at a point 25 ft. below extreme low water, & shall be located by the Secretary of War. The height of the superstructure shall not be less than the height recommended by

the board of engineers above mentioned; & the bridge shall be at right angles to & its piers parallel with the current of the river. The bridge shall be located on the Detroit River between the northeasterly limits of the city of Detroit & a point not more than 2½ miles southwesterly from the present southwesterly limits of the city. No bridge shall be erected or maintained which shall at any time substantially or materially obstruct navigation; & if any bridge when so erected shall, in the opinion of the Secretary of War, prove to be such an obstruction, he is authorized to cause such alteration to be made as will obviate such obstruction, & if necessary, may cause the bridge to be removed. Alterations to be made & bridge removed at expense of owners. All railway companies in the U.S. or Canada desiring the use of the bridge shall be entitled to equal rights & privileges relative to the passage of trains over it & its approaches, & the rates charged for the use of the bridge & approaches shall be the same for all companies alike. The bridge is to be commenced within 3 years from the going into effect of this act & to be completed within 6 years from the same date. Construction shall not be begun until the Dominion Government has authorized the construction & maintenance of that part of the bridge which will occupy the portion of the river which is under the jurisdiction of the Dominion.

### RAILWAY APPOINTMENTS, &c.

**Canadian Pacific.**—S. Phipps, Acting Road Foreman, has been appointed Assistant Master Mechanic, with jurisdiction from Fort William to Swift Current. Headquarters, Winnipeg.

J. Cardell, Trainmaster & Locomotive Foreman at Canmore, has been appointed Assistant Master Mechanic, from Swift Current to Laggan, & to Kootenay Landing, B.C.

F. E. Hobbs has been appointed Assistant Master Mechanic of the Pacific Division, with headquarters for the present at Vancouver. Communications heretofore addressed to A. Stronach, Acting Master Mechanic, will be directed to Mr. Hobbs, as Mr. Stronach is returning to Winnipeg, where he formerly acted as General Foreman.

The Vancouver World recently gave currency to rumors that W. Whyte, manager of the Western Lines, would be transferred to Montreal to a more important position in connection with the general management, and that the jurisdiction of G. McL. Brown,

Executive Agent in B. C., would be extended over the Western Division. We do not think there is anything in either of these rumors. Mr. Whyte's present position is about the most important in the service, outside of those occupied by members of the board of directors, embracing, as it does, the control of the vast interests of the Company in Northwest Ontario, Manitoba, the Territories & British Columbia, & there is no position in sight in Montreal which is of more, or even equal importance. It is hardly likely that at this juncture the vast western interests of the Co. will be intrusted to other hands. Mr. Brown, as Executive Agent for B. C., has special duties necessitating his frequent presence in Victoria, & there does not appear to be any necessity for the extension of his jurisdiction east of the Pacific Division, the diplomatic matters of the Western Division being handled from the western headquarters at Winnipeg.

J. Osborne's removal to Winnipeg to take the General Superintendency of the Western Division, has been postponed until Vice-President Shaughnessy's return from Europe.

It is rumored that F. W. Jones, Assistant to the Manager at Winnipeg, will be transferred to an important position at Montreal, but we have been unable to obtain any information on the subject.

The office of the Superintendent of Bridge Construction on the C.P.R. Western Division, has been removed from Winnipeg to Moose Jaw.

**Grand Trunk.**—R. Patterson has been appointed Master Mechanic of shops at Stratford, Ont., vice J. D. Barnett, resigned, & J. E. Muhlfeld, Master Mechanic of Western Division, headquarters at Fort Gratiot, Mich., vice R. Patterson, transferred.

C. F. Neild having resigned, B. Stimson is appointed Locomotive Foreman at Stratford. J. R. Donnelly, of Palmerston, is appointed Foreman at York, in place of B. Stimson, transferred.

J. Hodgson is appointed Master Car Builder at Fort Gratiot, Mich.; F. Sutherland, Master Car Builder at Montreal, and S. King, Master Car Builder at London, Ont.

A. W. Davis has been appointed Locomotive Foreman of the G.T. & Wabash shops at St. Thomas, Ont., vice J. Armitage who goes to Palmerston, Ont.

The widow of C. Giles, a C.P.R. Roadmaster, who was killed in a collision in the Crow's Nest Pass last Aug., is suing the Co. for \$25,000.

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