

He will continue to be the general manager of the Halifax and Southwestern Railway and the Inverness Railway.

MR. G. A. McCARTHY, who has just resigned his position as chief engineer of the Temiskaming and Northern Ontario Railway, is well known throughout the engineering profession in Eastern Canada, having occupied several positions of great professional responsibility, and the carrying out of the works which he has undertaken to construct for Messrs. Smith, Kerry & Chace, in the neighborhood of Cobalt, will afford his opportunity to add to a well established reputation.

It is understood that Mr. McCarthy will be in complete charge of the construction of the works for the new power company, which has been organized by Messrs. Smith, Kerry & Chace, and which proposes to furnish about 10,000 horsepower to the mines of Cobalt and the Cobalt district.

Mr. McCarthy was born in New Brunswick, and received his engineering training as a member of the staff of the Intercolonial Railway, with headquarters at Moncton, N.B. After seven years' service on this well-known line, Mr. McCarthy decided to give himself the advantage of a thorough training in the technique of his profession, and resigned his position to become a student in the Civil Engineering course at McGill University. Four years later, in 1898, he completed his University training, graduating with distinction, and with University honors in many subjects.

Immediately after graduating, Mr. McCarthy joined the Maintenance-of-way staff of the Canadian Pacific Railway, and worked on the Lake Superior division of that road during 1898 and 1899, and in 1900, he was appointed engineer and acting manager for the Port Hood Coal Company, Cape Breton. Mr. McCarthy left this last position to become assistant engineer of the Algoma Central Railway.

In 1901, Mr. C. B. Smith, who, as a member of the teaching staff of McGill University, had had a good opportunity to measure Mr. McCarthy's ability, accepted the position of engineer-in-charge of the construction of the works of the Canadian Niagara Power Company, at Niagara Falls, Ontario, this being the first of the great developments to be undertaken at Niagara Falls on the Canadian side, Mr. McCarthy accepted the position of principal assistant under Mr. Smith, and remained connected with the Canadian Niagara Power Company throughout the construction of its well-known station, this work, occupying his attention in all for nearly four years.

In the spring of 1905, Mr. McCarthy joined the staff of Temiskaming and Northern Ontario Railway, and was promoted to the position of Chief Engineer of that work in May of the same year. The construction of this railway of the junction of the National Transcontinental Railway at Cochrane, Ontario, being now practically completed, and there being little more than maintenance-of-way work to be undertaken on the line in the immediate future, Mr. McCarthy considered it wise to connect himself with new work that will be actively prosecuted, and has therefore accepted the position above-mentioned, for which his intimate knowledge of the growth of Cobalt industries, and of the facilities which are necessary to their most successful development, makes him singularly adapted.

Mr. McCarthy has already entered on the work of his new position, and has, at present, a considerable staff of engineers at work on preliminary surveys.

OBITUARY.

MR. ETIENNE DUSSAULT, a well-known contractor of Levis, died on Sunday. He was head of the firm of Dussault & Company, and among the works he undertook and carried out were the Levis Water Works, Government wharf, Levis, two lightships in the Traverse, and the last couple of years has been working on the extension of the breakwater in this port. Besides these contracts, Mr. Dussault had a contract in partnership with Mr. Powers on a branch of the Quebec Central Railway. For several years he was an alderman of the town of Levis, and also an ex-president of the Board of Trade.

ALBERTA KEEN ON RAILROADS.

Legislature Guarantees Bonds—Western Notes—Brantford Street Railway Affairs. (The Monetary Times.)

The Alberta Legislature's important railway programme has become law. The programme includes the guaranteeing of bonds of the C.N.R. and G.T.P. and other branch lines totalling 1,681 miles and total guarantee \$27,433,000, including 850 miles of Canadian Northern branches guaranteed at \$13,000 per mile—\$11,050,000; 491 miles of G.T.P. branches at \$13,000 per mile—\$6,300,000; and 350 miles Alberta and Great Waterways Company at \$20,000 per mile—\$7,000,000, with additional guarantee of \$400,000 for terminals at Edmonton.

Government Will Take First Mortgage.

As security for guaranteeing the bonds, the Government takes a first mortgage on the lines, rolling stock, equipment and tolls of all lines guaranteed.

The bonds of guarantee of the G.T.P. and C.N.R. will bear interest at 4 per cent., and on the line to Fort McMurray at 5 per cent., as the companies state they are prepared to commence construction this spring.

The Kootenay & Alberta Railway Company's application for a charter has been refused. Though from the decision of the committee it would appear that unless the South East Kootenay Company, which holds a parallel charter, builds by next session, the charter will be granted.

Three hundred and sixty-five miles of the Hudson's Bay Railway have been surveyed out of a total of 465 miles.

Street Railway Deposited Bonds.

Under the recent agreement the Brantford Street Railway Company was required to deposit with the city by March 1st a bond of \$25,000 as evidence of good faith that it will fulfil its obligations. These, in brief, consist of rebuilding the existing eight miles of street railway within one year from May 1st, and making eight miles additional extensions in the city within two years. Certain bonds were deposited by the company on Monday, together with personal guarantees on the part of the financiers, that the work will be completed. Had the company not deposited the bond the city could have revoked the franchise of the company, which still has forty-two years to run.

Bonds to the extent of thirty-five thousand dollars put up by the Street Railway Company proved later to be Grand Valley Radial Company bonds, whereas the agreement calls for twenty-five thousand dollars of bonds with a guarantee company. While it is likely these will be satisfactory to the city, as they are backed by the guarantee of the directors of the company and other capitalists, no announcement has been made.

The Minnesota & International Railway which is a part of the Northern Pacific Railway system, is to build a bridge connecting Fort Frances and International Falls, Minnesota, next summer.

(Continued from Page 359.)

B. J. Redfern, R. G. Rittenhouse, J. S. Robinson, Alfred Rogers, John Scott, C.E., M. R. Shaw, J. C. Siemon, F. Slack & Co., F. Smallwood, L. J. Street, John L. Stuart, W. G. Swan, Clifford Taylor, R. G. Taylor, E. D. Weber, C. Wetz, McKenzie Williams (Deer Park), Wm. D. Wilson, C. R. Young, Trenton, E. James; Warner, V. Bartlett; Waterford, Thos. D. Brock; West Toronto, J. H. Hoover; Windsor, C. W. Cadwell.

Alberta.—Calgary, D. J. Moore.

United States America.—Akron, N.Y., F. M. Jackson; Boston, Mass., Fred. A. Norris; Buffalo, N.Y., J. P. Griffin, B. H. McEwen; Chicago, Ill., S. H. Beard, Wm. M. Kinney, G. E. Lavelle, J. E. Moore; Cleveland, Ohio, C. D. Watson; Dayton, Ohio, H. C. Beard; Depew, N.Y., R. Taylor; Kendallville, Ind., Cyrus S. Wert; La Grange, Ind., W. E. Snyder; Mt. Gilead, Ohio, Jos. Hickson; New York, N.Y., Merrill Watson; Philadelphia, Pa., Richard L. Humphrey, E. G. Perrott; Rochester, N.Y., O. C. Wolcott; Rome, N.Y., E. G. Cotlin; South Bend, J. A. Smith; Wilkes Barre, Pa., Hugh J. Duffy; Youngstown, Ohio, M. W. Boerema.