

Personal.

Mr. C. J. MACLEAN has been appointed general auditor of the Erie & Huron Railway, with head quarters at Toronto.

Mr. W. J. SPICER, general manager of the Chicago & Grand Trunk, has resigned, to assume a similar position on the American Sault Line. His many friends in Canada will be glad to know that the change is one which promises to be highly beneficial to Mr. Spicer financially.

Mr. R. W. SCOTT, of the Grand Trunk, late cashier of the freight office in Guelph, has been promoted to a similar position in the office at London, his advancement being a well-earned recognition of ability and faithful service. Before leaving Guelph Mr. Scott was presented with a gold watch, on behalf of the city, by a committee composed of Mr. James Innes, Mr. P. M. Guthrie, M.P.P., and other prominent men.

Construction.

RAILWAY building on the Island of Cape Breton is given by good authorities as one of the great reasons for the healthful condition of trade there.

THE Biantford *Expositor* says that the first part of the South Ontario Pacific to be built will be the line from Toronto to Hamilton, thence westward to connect with the portion of the line to London which is already built. "The engineers," says the *Expositor*, "it is understood, are in good shape to commence work when ordered to do so."

It is stated that the Canadian Pacific has already paid about a million for the right of way of way into Montreal to the new station, and has not got it all yet. The same authority says that the amount originally set aside for this purpose was about \$300,000.

It is likely that the work on the proposed canal on the Canadian side at Sault Ste. Marie will not be commenced until late next spring. Tenders were to have been called for next month, but the delay has been occasioned by the incompleteness of the extensive specifications required by the contractors. A great many individuals have already visited the Sault with the view of tendering.

Mr. F. H. BRIDGES, of the Manitoba and North-West Railway is reported as saying that operations on the Prince Albert line, now suspended, will be resumed with vigor in the spring and the road constructed through to Prince Albert. The company is devoting a great deal of attention to colonization with most satisfactory results.

A HUNTINGDON, Que., letter says: Application is being made to parliament again by the South-Western Railway (acting in the interests of the Canadian Pacific, for a charter to build a line from Caughnawaga to Dundee,

there to connect with the American systems. The people of the district, living near the St. Lawrence, are anxious to see the road built.

Work on the new Grand Trunk depot at Montreal is progressing rapidly. The men have begun to put on the roof, and high hopes are entertained that if the present open weather continues the whole structure will be covered in and the station finished early in the new year. The new Canadian Pacific depot is also progressing in a very favorable manner; the foundation is all finished, and the stonework of the first floor is laid, which gives promise of being a very fine structure.

AN exchange says: It is told that works to facilitate the constantly increasing business of St. John, N. B., are likely to be put on foot early in the spring. The Intercolonial Railway track will be extended from the Ballast wharf to the wharves of the Intercolonial Steamship Co.; a tract of land has been purchased, near Hay Market Square, on which the terminal depot of the Central Railway will be erected. The New Brunswick Railway Co., it is said, contemplates the erection of a station near that of the Intercolonial Railway.

A SPECIAL despatch from Victoria, B. C., says: The Esquimalt & Nanaimo Railway company have given notice of an application to the coming session of the legislature for a charter to construct a branch line to a point on the Strait of Fuca near here but ten miles distant from Port Angeles, Washington Territory, to which it is proposed to build a branch to connect with the American system. A transfer boat would convey trains across in half an hour and thus connect Victoria with the American system of railways. The project is that of the Hon. Mr. Danamur and will no doubt meet with the approbation of the legislature.

One-Man Locomotives.

THE *Locomotive Engineer* says:—In a recent issue of a so-called mechanical paper was one of those little statements that amuse practical railroad men, and at the same time show them how little the writer knows of the actual facts in the case. In an article on the burning of oil as fuel on locomotives, the writer, as usual, went on to enumerate the advantages and the economy of the device, and among other things mentioned that it would reduce the expenses of the fireman's wages, as the engineer could easily control the fire from his seat by simply turning a valve.

There are many reasons why one man will never run a locomotive alone, and they are very plain to any man who "has been there." There are more duties for a fireman than merely shovelling coal. His duties are legion: he has supplies to draw, lamps to fill and clean, the interior of cab to keep clean, the whole engine above the running-board to care for, front end and stack to paint, water to take, bell to ring, etc. These duties cannot be performed by the engineer; his duties,

both on and off the road, are as numerous as the fireman's; they cannot be entrusted to round house men, because they cannot know just what is wanted, and it would take as long to explain to them as to do it.

Any engineer who has ever sent his fireman to flag on another train for a few miles and followed with the light engine, knows just how oppressive the lonesomeness gets. It is often necessary for some one to go out in front to relight or turn up a signal lamp or the head light, put out a flag or dig down some sand. Can the engineer go, and leave the mighty locomotive, with its precious freight, flying along over crossings and bridges, through cuts and towns, with no brain to think, no eye to see, or no hand to stay its mad career in case of sudden emergency? Can the engineer set his engine at a tank, go back to take water, find spout too long or too short, and get down and "jimmie around" till he does get it right, take water, then oil, get up, ring bell as he wipes off oil-can, go over on fireman's side to see signal, then get back on his own side and pull out? The travelling public would kick, and kick vigorously. The delays would be demoralizing and the risk great. The only legitimate and proper school for engineers would be sealed forever, and, as more engineers would be killed, there would be no skilled men to take their places.

In cases of sudden sickness or death of engineer—suppose he fell off—who is there to stop the train? Who stopped the president's special train, a few months ago, when the engineer was killed by a broken side rod while running at a high rate of speed? The fireman, of course.

The economy of saving the fireman's wages in this case would be like saving the expense of the roof of a powder magazine. The day of one-man locomotives in road service is farther away now than it ever was.

A Female Switch Tender.

MILWAUKEE has a curious figure in the person of a female "switchman," writes a Chicago *Times* correspondent. Her name is "Switch Annie," and she is in the employ of the Chicago, Milwaukee and St. Paul Company. She has the honor of being the only female exponent of the art of "throwing switches" in the country. The work is masculine, but the worker is feminine from the sole of her sensible walking shoes to the top of her shapely head, possessed of the beauty of an English dairymaid and the muscle of a blacksmith. The eleven switches which she looks after are out near the stock yards and include the most important points in the yards. They were formerly in charge of the girl's father, Joseph Grautner. For years Annie was his assistant, helping him almost from the time she was large enough to throw the switch-lever. The old man was easily "rattled," but Annie never. Her coolness and dexterity have saved many a loss to the company, while for herself she was never known to make a mistake that involved a loss of a dollar to the company.