

may view in comfort all the wonderful scenes that the Canadian Pacific Imperial express rushes past in its course through the Rockies & Selkirk down to the Pacific coast. The little leaflet, by aid of which the audience follows the views, reminds them appropriately enough that "the brains which projected this pathway, & the hands which carried out the work are of the same nationality as those loyal & brave colonists who are now proving their fealty to the Mother Country, fighting under the Union Jack in South Africa. How little," adds the leaflet, "do those who never leave England realize how great is the work & the compass of result achieved by British Empire-makers."—Canadian Gazette.

On June 25 the G.T.R. started a new day service from Montreal westward, the International Limited, leaving Montreal at 9 a.m. The train, which is vested throughout, includes combination baggage & smoker, 1st class car, cafe parlor car & Pullman sleeping car. Toronto is reached at 4.25 p.m., the 333 miles being covered in 7 hours 25 minutes. Only 10 minutes' stop is made at Toronto, whence the train proceeds via Hamilton, London, Chatham & Windsor to Detroit, which is reached at 9.30 p.m. From Detroit it runs over the Detroit & Milwaukee Division to Durand, Mich., there joining the main line from Niagara Falls to Chicago. This lengthens the distance 32 miles over the St. Clair tunnel route, but Chicago is reached at 7.30 a.m., the 878.32 miles being covered in 23 hours 8 minutes.

The G.T.R. has also greatly improved its night service between Toronto & Montreal by putting on a second train, the traffic having outgrown the capacity of the one heretofore run. Under the new time-table the first train which is intended principally to handle the passengers, mails & express for way stations, leaves Toronto at 9 p.m., reaching Montreal at 7 a.m. The second train, a limited one, known as the Eastern Flyer, carrying 1st class passengers only, leaves Toronto at 10.30 p.m., arriving at Montreal at 7.30 a.m. Connection is made with this train by one which leaves Buffalo at 7.15 p.m., & Niagara Falls at 8 p.m., reaching Toronto at 10.15 p.m., thus enabling the Co. to handle a large amount of summer travel from Buffalo & Niagara Falls for the Thousand Islands & points east.

A comparison of speed of the International Limited with the Pennsylvania Limited of the Pennsylvania R.R., the most noted fast train between New York & Chicago, to ride on which passengers must pay \$4 in excess of 1st class passage fare, in addition to extra charge for Pullman accommodation, will be of interest. The mileages & times shown for the Pennsylvania Limited are from Jersey City (across the river from New York), from which the train starts, 14 minutes after passengers leave New York, & 22 minutes have been allowed for ferrying the International Limited over the river from Windsor to Detroit.

PENNSYLVANIA LIMITED.

From Jersey City to	Miles.	No. of stops.	Time. hs. ms.	Miles per hr.
Philadelphia.....	83.76	1	1 59	45 3-10
Harrisburg.....	195.08	2	4 34	42 6-10
Altoona.....	327.06	3	7 39	42 7-10
Pittsburg.....	443.96	5	10 46	41 2-10
Chicago.....	911.96	16	23 46	38 4-10

Allowing 4 minutes for each stop, a total of 64 minutes, leaves net running time 22 hours 42 minutes.

INTERNATIONAL LIMITED.

From Montreal to	Miles.	No. of stops.	Time. hs. ms.	Miles per hr.
Morrisburg.....	92.27	1	1 52	49 4-10
Napanee.....	198.51	5	4 12	47 3-10
Toronto.....	333	9	7 25	44 9-10
London.....	448	13	10 20	43 4-10
Chicago.....	878.32	42	23 08	37 9-10

Deducting 4 minutes for each stop, or 168 minutes, leaves as net running time 20 hours 20 minutes.

The average speed of the International Limited for the whole journey is 43 2-10th miles an hour, & for the Pennsylvania Limited 41 5-10th miles an hour.

RAILWAY APPOINTMENTS, Etc.

Algoma Central.—T. J. Kennedy, heretofore Superintendent of the C.P.R. at North Bay, Ont., has been appointed General Superintendent of the Algoma Central Ry., & also of its subsidiary line, the Manitoulin & North Shore Ry., particulars of which are given in our Railway Development Department. All departments except that of the Auditor are directly under the supervision of the General Superintendent, who will look after the surveys & the construction & operation of the lines mentioned.

Following is a list of officers revised to date:—President, F. H. Clergue; Secretary, H. C. Hamilton; Treasurer, F. S. Lewis; Assistant to President, B. J. Clergue; General Manager, E. V. Clergue; General Superintendent, T. J. Kennedy; Auditor, C. P. Worthington; Purchasing Agent, A. M. Harnwell; General Traffic Manager, W. B. Rosevear; Master Mechanic, W. L. Kerr; Chief Engineer, J. A. Wilde; Assistant Chief Engineer, R. C. Smith; Superintendent Steamship Lines, A. Miscampbell.

Canada Atlantic & Plant Steamship Co.—H. L. Chipman, heretofore Superintendent, has been appointed Manager, with headquarters at Halifax, N.S. In our last issue it was erroneously stated he had been appointed Manager of the Boston branch. The headquarters of the Co. have been removed to Halifax.

Canadian Pacific.—C. Murphy, heretofore acting Superintendent, has been appointed Superintendent of the Chapeau Division, with headquarters at Chapeau.

T. Hay, heretofore Superintendent at Schreiber, has been appointed Superintendent of the North Bay Division, with headquarters at North Bay, succeeding T. J. Kennedy, resigned to enter the service of the Algoma Central Ry.

R. J. E. Chapple, heretofore Chief Clerk in the General Superintendent's office at Montreal, has been appointed Acting Superintendent of the Schreiber Division, with headquarters at Schreiber, succeeding T. Hay, removed to North Bay.

J. Woodman, Divisional Engineer, with office at Winnipeg, has been given special charge of new work & maintenance of standards in bridges, buildings, roadbed, track & water service.

G. H. Webster, formerly Engineer & Land Commissioner of the Manitoba & Northwestern Ry., has been appointed Resident Engineer of the C.P.R., with office at Winnipeg, with charge of engineering matters east of Moose Jaw.

F. F. Busted, heretofore Resident Engineer at Rat Portage, has been transferred to a similar position at Medicine Hat, with charge of engineering matters west of Moose Jaw, inclusive.

The maintenance of bridges, buildings, roadbed, track & water service on the Western Division will hereafter be in charge of superintendents.

Geo. Stephen, of the freight department at Winnipeg, has been appointed Travelling Freight Agent.

A number of the officials of the Manitoba & Northwestern, which was recently acquired by the C.P.R., have been given positions in the latter Co.'s service. W. R. Baker, General Manager of the M. & N.W.R., has been appointed Executive Agent for the C.P.R. in Manitoba & the N.W.T. G. H. Webster, Engineer & Land Commissioner of the M. & N.W.R., has been appointed Resident Engineer of the C.P.R. at Winnipeg. J. H. Boyes, Locomotive Foreman of the M. & N.W.R. at Portage la Prairie, is retained there in that position by the C.P.R. R. Watters, Roadmaster of the M. & N.W.R., was retained in a similar position by the C.P.R. until his re-

cent accidental death. N. Hayden, Foreman of Bridges & Buildings for the M. & N.W.R., is acting in the same capacity for the C.P.R.

Central Vermont.—Guy Tombs has been appointed Travelling Freight Agent with headquarters at St. John's, Que. He was formerly in the C.V. Montreal freight office, & has been with the G.T.R. for the past year.

Grand Trunk.—T. Treleven, heretofore Car Foreman at London, has been appointed acting Master Car Builder there, succeeding S. King, appointed Master Car Builder of the Intercolonial.

Grand Trunk & Chicago & Grand Trunk.—Dr. J. A. Hutchison has been appointed Chief Surgeon of the lines west of the Detroit & St. Clair Rivers, vice Dr. T. W. Miller, deceased. Office at Montreal.

Dominion Atlantic.—P. Gifkins, heretofore Superintendent, has been appointed General Manager. W. Fraser, heretofore Assistant Superintendent, has been appointed Superintendent.

Intercolonial.—A paragraph has been going the rounds of Maritime Province papers stating that M. Somers has been appointed track master of the Northern Division to succeed the late T. Plummer. This is incorrect, M. Somers having been appointed section foreman, not trackmaster.

S. King has been appointed Master Car Builder at Moncton. He has heretofore been Master Car Builder of the G.T.R. at London, Ont.

Minneapolis, St. Paul & Sault Ste. Marie.—F. W. Curtis has been appointed Assistant Superintendent of the Minnesota Division with headquarters at Enderlin, N.D.

Northern Pacific.—Leave of absence having been granted to General Superintendent M. C. Kimberley until Oct. 1, A. E. Laws has been appointed acting General Superintendent.

M. P. Martin, in addition to his duties as Auditor, will also assume those of Auditor of Disbursements.

Port Arthur, Duluth & Western.—A. J. Gorrie, for many years chief clerk in the office of the Superintendent of the C.P.R. at Fort William, has been appointed Superintendent of the P.A.D. & W., with headquarters at Port Arthur, succeeding Ross Thompson who has gone to the Sydney & Louisburg Ry. It is probable that Mr. Gorrie will also be Superintendent of the Ontario Division of the Canadian Northern when it is handed over to the operating department.

Sydney & Louisburg.—Ross Thompson, heretofore Superintendent of the Port Arthur, Duluth & Western, has received an appointment on the S. & L. R., with headquarters at Glace Bay, N.S.

White Pass & Yukon.—C. M. Chambers has been appointed General Agent, with headquarters at Dawson, Yukon, vice S. E. Adair.

Railway Operating Matters.

As showing the possibilities of the permanent way, rolling stock & motive power of the C.P.R. Western lines it may be mentioned that an immigrant extra, consisting of 19 fully loaded coaches & 3 baggage cars, 22 cars all told, left Fort William June 5 at 19.20 (7.20 p.m.) & arrived at Selkirk (405.4 miles) at 11.20 a.m., June 6, averaging 25 miles an hour, including two stops for inspection & change of engines & a delay meeting the down limited & being passed by the up limited.

Engine 728, a consolidated cross over compound, pulled the train on the Thunder Bay section; engine 726, same type, on the Wabigoon section, & engine 731, of same type, on the Rat Portage section. The train was run without any jerking & was moved as smoothly as the regular passenger train. If this is not a record it comes pretty near it.