exploration expedition from 1857 to 1860, and after whom the Hector pass is named. The monument will take the form of an obelisk or other structure to be erected ever the grave of his son Douglas Hector in Revelstoke, B.C., cemetery.

Hon. Jas. Sutherland, Minister of Public Works, together with a number of officers of the department, was on board the Dominion str. Eureka May 13, when she collided with a dredge and a steamer belonging to the Dominion Coal Co., in Lake St. Frances, between Montreal and Quebec. No one was injured by the collision, although all three vessels were damaged.

W. Maughan, city ticket agent C.P.R., Toronto, was presented by the railway and steamship ticket agents located in the city with a secretary, chair and other articles of study furniture, and by the staff of the C.P.R. city office and the C.P.R. passenger staff at the Union Station with a mahogany wardrobe and dresser on the occasion of his marriage to Miss G. Rymal, May 12.

R. F. Armstrong, city ticket agent Intercolonial Ry., at Halifax, N.S., died there May 5, aged 62. Mr. Armstrong was a native of Kentucky, and was an officer on board the Confederate cruiser Alabama, and took part in the engagement with the U. S. cruiser Kearsage, off Cherbourg, France, in 1864, when the Alabama was sunk. Prior to joining the I.C.R. service he was city ticket agent at Halifax for the G.T.R.

W. N. Dietrich, who was recently appointed Electrical Engineer of the C.P.R., was born at Perth, Ont., in 1872. He has had a varied experience in electrical matters and has invented a number of electrical devices, among which is a safety switch. On his way to Winnipeg, May 22, he jumped off a rapidly moving train near Keewatin, Ont., to the rescue of an infant who had fallen off the train. The child was not much injured and was taken on to Winnipeg to its parents by section 2 of the transcontinental train.

E. H. McHenry, who recently resigned his position as Chief Engineer C.P.R., has been appointed Fourth Vice-President New York, New Haven and Hartford Rd., with office at New Haven, Conn. This is a new office and the Fourth Vice-President will have supervision of construction and will also represent the company in electric roads in which it has an interest. C. S. Mellen, President N.Y., N.H. and H. Rd., was formerly President of the Northern Pacific Rd., of which E. H. McHenry was Chief Engineer.

J. W. Smith, who has been appointed General Assistant Canada Atlantic Ry., was born in St. Alban's, Vt., some 38 years ago. For a number of years he was Chief Clerk to General Manager Chamberlin, of the Canada Atlantic, and also acted as Purchasing Agent. In April, 1902, he was appointed Purchasing Agent of the Rutland, and Chief Clerk to the President, and subsequently the duties of General Storekeeper were added; but in Oct. of the same year he returned to the Canada Atlantic Ry. as Purchasing Agent, General Storekeeper and Chief Clerk to the General Manager, remaining in that capacity until his present appointment.

J. F. Jones, who has been appointed General Yardmaster, G.T.R. at Point St. Charles, was born at Prairieville, Ill., June 4, 1851, and entered railway service 1871; since which he has been consecutively to 1872, freight brakeman, Milwaukee division, Chicago and Northwestern Ry.; 1872 to 1874, freight and passenger brakeman Missouri Pacific Ry.; 1874 to 1876, yardman, Terminal Ry. Association of St. Louis, Mo.; 1876 to 1882, yardmaster, same company; 1882 to 1890, General Yardmaster, same company; 1890 to 1892, Superintendent of Terminals, Missouri Pacific Ry., St. Louis, Mo.; 1892, to May, 1904, General Yardmaster G.T.R., at Chicago, Ill.

J. M. Horn, who has been appointed city freight agent, Canadian Northern Ry. at Winnipeg, was born at Shotts, Lanarkshire, Scotland, April 12, 1880, and entered transportation service with the Northern Pacific Ry. July, 1899, in the local freight office at Winnipeg, his record being: 1899 to 1900, abstract clerk and biller; 1900 to 1901, checker; May, 1901, to 1902, rate clerk in local freight office Canadian Northern Ry., successor to the Northern Pacific Ry. in Manitoba; 1902 to April, 1904, chief clerk to local freight agent same company. On leaving the local freight office he was presented with an address, ring and pocket-book.

A. H. N. Bruce, who has been appointed Chief Engineer Lindsay, Bobcaygeon and Pontypool Ry., was born at Ballyscullion, County Derry, Ireland, June 18, 1854, is the eldest living son of Col. H. S. B. Bruce of Ballyscullion House, and grandson of Admiral Sir H. Bruce, late commander at Portsmouth dockyard. After studying engineering at college, and taking a practical course at a Glasgow steel works, came to Canada and entered railway service in 1889, since which his record has been: 1889 to 1890, on construction of Canada Atlantic Ry. bridge over the St. Lawrence at Coteau, Que.; 1890, assistant engineer on location and construction St. Lawrence and Adirondack Ry.; fall of 1890 to 1898, chief assistant engineer on location and construction of Ottawa and Parry Sound Ry.; 1899, on location survey of Manitoba South-Eastern Ry.; 1900, on location and construction of 30 miles of Great Northern Ry. of Canada between St. Jerome, Que., and Hawkesbury, Ont., including the bridge over the Ottawa river; 1901 and 1902, chief engineer, Whitney and Opeongo Ry.; 1903 to Mar. 31, 1904, Divisional engineer on location and construction Lindsay, Bobcaygeon and Pontypool Ry.

W. F. Tye, who has been appointed Chief Engineer, C.P.R., was born at Haysville, Ont., Mar. 5, 1861, and was educated at Ottawa University and the School of Practical Science. He entered railway service in 1882, since which he has been consecutively to the autumn of 1885, rodman, leveller, transitman on location, and assistant engineer on construction, C.P.R.; 1886 to 1887, transitman on location and assistant engineer on construction St. Paul, Minneapolis and Manitoba Ry.; 1888 to 1889, engineer of track and bridges, Tampico branch Mexico Central Ry.; 1890, locating engineer Great Falls and Canada Ry. in Montana; 1891 and 1892, engineer in charge of location and division engineer Pacific extension Great Northern Ry.; 1893 and 1894, engineer in charge of change of gauge Alberta Ry. and Coal Co.; 1895, Chief Engineer Kaslo and Slocan Ry. and Trail Creek Tramway; 1896 to Mar., 1900, Chief Engineer Columbia and Western Ry.; Mar., 1900, to April, 1902, Chief Engineer of Construction, C.P.R., at Winnipeg. In April, 1902, Mr. Tye's office was removed to Montreal, and subsequently, on the reorganization of the engineering department under E. H. McHenry, he was appointed Assistant Chief Engineer.

The Melbourne Age, in reviewing the political situation in Victoria, Australia, refers to the operations of the State Railway Commission, and says: "Mr. Thos. Tait's plain speaking to the members of the Railway's Standing Committee, marks a very welcome departure in railway thinking. It is not so much that he has condemned the construction of any further non-paying lines, . . . he lays down the proposition that Victorian railway construction is now well ahead of State requirements for developmental purposes . . . What Mr. Tait asks is that the land through which the Victorian railways run should be made to contribute some return for that profit which the railways have conferred on the land. 'Let us develop what we have first, and make our railways self-sustaining. There is quite sufficient to do in that direction to tax all our resources and keep us busy for years to come.' What a contrast there is in the wisdom of this plain-spoken advice compared with the statement of the first Railway Commissioner of unfortunate memory, who told Parliament that he was quite indifferent as to the choice of lines to be made. . . . Mr. Tait admits that railway development should be fairly ahead of settlement. Here he thinks it immensely in advance of requirements. There is a strong and sturdy note in this evidence. If our Premiers in esse and in posse have the insight to look into these suggestions, they may possibly discover quite a fruitful field of future policy—one that may cover Victoria with farms and Crown tenants, and feed our railways with a traffic that will be the chiefest and best warrant for railway extension."

Westinghouse Steam Turbines.—The Canadian Westinghouse Co., of Hamilton, Ont., has sold to the Northern Electric & Manufacturing Co., Montreal, who is a large manufacturer of telephone apparatus, a 300-kw. steam turbine unit, consisting of a Westinghouse-Parsons turbine and a Westinghouse turbo-alternator. The Westinghouse Co. reports numerous inquiries for these units, and anticipate a brisk demand for them in Canada.

The Continuous Rail Joint Co. of Canada has been organized with an authorized capital of $49,000.00, for the purpose of developing throughout the Dominion the business that has proved so successful in the United States, where it has been managed by the Continuous Rail Joint Company of America. The Canadian company has secured all the patent rights for the Dominion on the entire products of the U.S. company, consisting of standard type of continuous rail joint for track work, insulated joints, step joints and a special electric bonding joint. We are informed that the enterprise has been so successful during the past 10 years that the U.S. company has placed its product on the market in various parts of the world on over 20,000 miles of track. The directors of the Canadian company are R. Gray, jr., L. F. Braine, F. T. Feary, W. E. Clark and F. C. Runyon. Mr. Clark has been appointed Resident Manager, with headquarters at 216 Board of Trade Building, Montreal. It is the intention of the company to manufacture in Montreal all its products to be used in Canada.

Economy in Switching.—G. J. Bury, General Superintendent C.P.R. Central Division, has issued the following circular: Switching is done more economically in divisional yards than along the road. Every time a train is held at way-station to switch, other trains are delayed, particularly where traffic is dense. Looking to an improved train service and economy, switching at way-stations should be limited to actual requirements. Working to this end (subject to the air-brake rules) the following is made the practice: Freight trains are to be made up with all loads short of next terminal together in station order, loads for next terminal behind these, followed by all other cars promiscuously. A sample train leaving Winnipeg westbound on Brandon section would be made up as under: Locomotive; 2 loads, Rosser; 1 load, Marquette; 10 loads, Portage la Prairie; 3 loads, Brandon; 1 load, Vancouver; 1 load, Prince Albert, 1 load, Moose Jaw; 2 loads, Kemnay; caboose. In lifting cars along the line, the order of marshalling prescribed is to be followed. Where switching engines are employed, yardmasters will be responsible for making up freight trains in this order. At terminals where road crews do the switching, conductors will be responsible for following the order of marshalling prescribed.