

RAILWAY APPOINTMENTS, &c.

Canadian Pacific.—J. Cardell, whose appointment as Assistant Master Mechanic, was announced in our last issue, will have headquarters at Calgary, Alta. The position of trainmaster & locomotive foreman at Canmore, hitherto held by Mr. Cardell, has been abolished. The position of Acting Road Foreman, vacated by S. Phipps, appointed as Assistant Master Mechanic at Winnipeg, has been abolished. F. E. Hobbs' appointment as Assistant Master Mechanic of the Pacific Division, does not interfere with the position of Master Mechanic of the Division held by L. R. Johnson, who is now in Japan on steamship business, & who will return to Vancouver in the spring.

J. Osborne is expected to leave Montreal for Winnipeg, to assume his new duties as General Superintendent of the C.P.R. Western Division, shortly after Vice-President Shaughnessy's return from England.

C. Lawrence has been appointed storekeeper at Nelson, B.C.

Mainly About People.

F. Belcher, of the Northern Pacific's Toronto office, has been transferred to the Winnipeg ticket office.

A. J. Gastin, formerly of Toronto, & at one time Superintendent of the G.T.R. rolling mills east of the Don, died suddenly in Boston recently.

G. F. Evans, of the Westinghouse Mfg. Co., is expected to arrive in Hamilton, Ont., shortly from Russia, where he has been establishing works for the Co.

C. R. Hosmer, Manager C.P.R. Co.'s Telegraph, has been elected a director of the Merchants Bank of Canada, to succeed the late T. H. Dunn, of Quebec.

J. Buntsen, General Manager B.C. Electric Ry., who has been in poor health for some time, leaves for England Mar. 18, intending to be absent 3 or 4 months.

C. R. Hosmer, Manager C.P.R. Co.'s Telegraph, has returned to Montreal from Paris, where he was called owing to the illness of his daughter, who has recovered. Mrs. Hosmer is still abroad.

A. C. Henry, C.P.R. purchasing agent, who has been in Bermuda for his health for the past month or so, expects to leave for home March 16. At last accounts he was much better, though still suffering slightly from rheumatism.

R. Brydone-Jack, who was engaged on the White Pass & Yukon Ry. as trustees' engineer, being the representative of the English bondholders of the road, died in Alaska recently, aged 36. His family was awaiting his return in Vancouver when the body arrived. He was a son of the late Dr. Brydone-Jack, president of the University of New Brunswick.

A prominent official of the C.P.R., in recently discussing the report of Sir Wm. Van Horne's resignation, stated that it was a rumor of annual occurrence & was not given any consideration in railroad circles. The news whenever it did come would be from Montreal & would most likely be announced at the annual meeting of the shareholders & not through a private cablegram.

In a recent article in the London (Eng.) Review on "The Newer Forces of Canada," Sir Wm. Van Horne is referred to as a person hardly less influential than the Premier. As the guiding spirit of the C.P.R. he would naturally be a great factor in the country's progress, but the man's strength of character, his numerous activities, says the writer, are daily influencing thousands throughout the country. He has a mighty talent for inculcating sound business methods, & he has a constant stimulating effect on the commercial & industrial heart of the Dominion.

White Pass & Yukon Railway.

In response to a request we have been furnished with the following interesting official information about this line, under date of Feb. 24:

Active operations on construction work were begun about June 1, 1898, & have been continued, without a break, since then. The summit of White Pass was reached with the rails on Feb. 15, 1899, & the Co. is now operating 2 miles beyond White Pass, making a total distance of rail opened for traffic of 22 miles from the Co.'s wharf at Skaguay. From Log Cabin to the summit, about 7 miles, will be completed by the end of Feb., ready for the steel. From 3 miles out of Skaguay to the summit of the Pass has been continuous rock-work, upon which has been consumed nearly 350 tons of dynamite. One familiar with this class of work & the use of explosives can form a very fair idea of the magnitude of this class of construction.

The deepest open cut is 16 ft. at Porcupine Hill, some 7 miles from Skaguay by rail. The balance of the rock-work has mainly been

side-hill work, with the exception of one tunnel of about 500 ft. in length, which is about 16 miles from Skaguay by rail & was bored through a spur to avoid a sharp curve. The maximum grade of the road is 3-9/10ths%, which holds almost continuously for about 13 miles. Ballasting material, up to the present, has been obtained from the bed of Skaguay River, near Skaguay, but now that the line is beyond the summit, vast quantities of the finest kind of gravel for ballasting will be hauled down grade & distributed from the summit to Skaguay, to put the bed in first-class condition. The major portion of the ties is sawed ties of fir from the mills of Puget Sound. Only a small portion of the timber adjacent to the line of the road was suitable for ties. The rails are 56 lbs. T steel, which is an unusual heavy rail for a narrow gauge (3 ft.) railway, & will thus enable a first-class alignment & grade to be maintained throughout the year. Sufficient rails are on hand to complete the laying of the line almost to Caribou Crossing.

About 1,650 men are now employed on construction, which is the largest number in the service of construction since work was begun. About the end of last July approximately 1,500 were on the pay roll of the construction force, but the discovery of gold on Pine Creek, resulting in the stampede to Atlin Lake, pulled down the force in 10 days' time to less than 500, & from that date until the first of the year it has been a struggle to get over 1,000 men upon the work. The question of labor has been a very serious one on all of this work. A higher price of wages has been paid for common labor than has probably ever been paid on any railway construction work of a similar class in the world; but, notwithstanding this fact, the allurements of gold seeking have been such as to make it extremely difficult to keep good men on construction. Had the Co. been able to maintain a force of 1,500 men from July through the fall the line would undoubtedly have reached the summit before Dec. 1, & the work would now have been well on towards its completion to Lake Bennett. However, if the present force can be maintained the Lake will undoubtedly be reached with the rail by the opening of navigation, or about June 1.

In an effort to expedite the work the Co. purchased 3 second-hand, narrow gauge locomotives in Seattle, which were formerly used on the Oregon Improvement Co.'s road from Seattle to its mines. These locomotives were thoroughly repaired & forwarded to Skaguay & have done excellent service in handling con-

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