

of which was that of Travelling Passenger Agent, he resigned to accept the Canadian passenger agency of the Wisconsin Central lines, which he held for about 8 years, when it was closed. He then entered the service of the Chicago & Alton Ry.'s General Passenger & Ticket Department, from which he has just resigned.

Sir Wm. Van Horne is establishing a large farm near East Selkirk, Man. F. W. Barber, of Georgetown, Ont., has been appointed Superintendent. A residence & large farm buildings will be erected at once. Sir Wm. says his chief object in starting the farm is to stimulate the cultivation of the unoccupied lands in the vicinity & about Winnipeg by showing what results can be obtained from them. The farm extends about 5 miles along the railway on both sides, & is so situated that he thinks it will, with proper cultivation, make a good advertisement.

J. W. Brewster, formerly agent for the C.P.R. at Trail, B.C., & J. H. Sinclair, his assistant, have been found guilty of embezzle-

ment of the funds of the Co., & sentenced respectively to 15 & 30 months' imprisonment with hard labor. Brewster's sentence was somewhat mitigated, as the evidence showed he was largely influenced by Sinclair. The latter fled to Spokane, but was extradited, whereas the former was arrested in Trail shortly after the discovery of the shortage. Strenuous efforts were made by Brewster's friends to effect a settlement with the C.P.R., but without avail, as the case had been put in the hands of the Crown Attorney.

Major Bennett, of Toronto, who died at Parkhill, Ont., early in June, was born in Cornwall, Eng., in 1823, being the only son of Capt. Bennett, & nephew of Sir John Bennett, of London. When a boy he was apprenticed to Sir John Rennie to learn engineering. He came to this country in 1846 & took the management of the Northern Ry. shops at Toronto. In 1871 he was appointed Deputy Collector of Inland Revenue. He was captain of no. 3 company, Q. O. R., at the Fenian raid in 1866. He was an Orangeman, held the office of Grand Master of Ontario West, & was also elected Vice-President of the Triennial Council of the World. He was also a Freemason.

Before leaving Toronto for Winnipeg, to assume the General Passenger Agency of the C.P.R. Western lines, C. E. McPherson received numerous marks of appreciation. His fellow-members of the Toronto Club tendered him a dinner, the staffs of the passenger & ticket offices presented him with a cut glass liqueur set, and a number of personal friends gave him a gold watch. His farewell card, a clever adaptation, read:

"To the west, to the west! to the land of the free.
Where the mighty Red River rolls down to the sea:
Where a man is a man if he's willing to toil
And the humblest may gather the fruits of the soil.
Good-bye."

The career of Lucius Tuttle, President of the Boston & Maine, furnishes an excellent example of how ability & hard work will come to the front in the traffic department. Mr. Tuttle began railway life in 1865, when he was 19 years old, as a clerk in the ticket office of the Hartford, Providence & Fishkill R.R. He became General Ticket Agent of the road in the following year & held that position for 12 years, until in 1878 he became Assistant General Passenger Agent of the New York & New England. In Feb., 1879, he was made General Passenger Agent of the Eastern Railway, & in 1885 went to the Boston & Lowell with the same title. In 1887 he became Passenger Traffic Manager of the Canadian Pacific, which place he left in 1889 to take the Commissionership of the Passenger Department of the Trunk Line Association. In the following year he was appointed General Manager of the New York, New Haven & Hartford, & in Oct., 1893, was elected to the Presidency of the Boston & Maine, which position he still holds. It is evident from the foregoing that Mr. Tuttle must be thoroughly

pany may advance money, & the business of the railway be resumed.

Canadian Pacific.—The Imperial Privy Council has reversed the judgment of the courts of British Columbia, & has granted an injunction restraining Parke & Pritchard, owners of a ranch in the Thomson River Valley, from irrigating in a manner injurious to the C.P.R. track.

The Woods Motor Co. has been organized in New Jersey, with a capital of \$1,000,000, to manufacture automobiles under the patents of C. E. Woods. A factory will be established in Canada. F. Nicholls, of Toronto, is Vice-President of the Co., & H. P. Dwight, President of the G.N.W. Telegraph Co., is one of the directors.

The Hudson's Bay Route.—Sir Wm. Van Horne, in a recent interview in Winnipeg, referred to the question of a railway to Hudson's Bay, & said that though he did not think that its construction would be easily attained or that it would soon be begun, yet he did not doubt its ultimate construction without

regard to its usefulness as a through route of transportation. With reference to its value as a route of grain transportation, Sir Wm. was unable to give other than an adverse answer, saying that until a feasible scheme was devised to open up the straits to navigation for a longer season than is at present possible, the proposal was untenable. "The real trouble," he said, "is not in Hudson's Bay itself, but in the fact that ice packs drift in from Fox & Inlet block Davis Straits."

The Chilkoot Pass Route to the Yukon, which is composed of the lines of the Chilkoot R.R. & Transportation Co., the Alaska Ry. & Transportation Co. & the Dyea-Klondike Transportation Co., is a system of aerial tramways or cables over

the Chilkoot Pass, Alaska. These cables extend from Canyon City, at the entrance to Dyea Canyon, over the summit of the pass to Crater Lake, a mile beyond. Freight is transported on these tramways by means of buckets suspended from a stationary cable & propelled by a traction cable. The weight limit of a single article is about 400 lbs., & the length limit about 40 ft. The cables are propelled by 2 power plants, 1 at Canyon City & the other at Sheep Camp, about half-way from Canyon City to the Summit of the Pass. From Dyea to Canyon City, freight is transported by waggon, & from the terminus at Crater Lake to Lake Lindeman, the head water of the Yukon River, in part by pack horses & in part by boat, on a chain of 3 or 4 small lakes. At Lake Lindeman the freight is placed on barges & transported one mile to Lake Bennett, where the Yukon steamers leave for Dawson City. The distance from Dyea to Lake Bennett is about 30 miles. The average time consumed in transit is about 3 days, but this time is sometimes extended by reason of storms.



GRAND TRUNK 10-WHEELED PASSENGER LOCOMOTIVE.

familiar with traffic affairs in New England, while his former connection with the C.P.R. of course peculiarly adapts him to his present position with a road with which it has such close association. Apart from his experience, however, Mr. Tuttle is a man of great natural ability, of a vigorous & forceful personality, & is cordially liked by those who know him well.—Railway Age.

The Hamilton, Ont., Incline Ry., at the east end of the city, with about 40 acres of land adjoining it on the mountain, will be sold July 14 under mortgage.

Prescott Elevator Co.—In our last issue the capacity of this Co.'s elevator at Prescott, Ont., of which an illustration was given, was stated as 1,000 bus. Of course, the mistake was obvious. The capacity is 1,000,000 bus.

Montreal Incline Ry.—It is said that holders of mortgages on the East End Incline Ry. are pressing for their money, & that the property may be sold. The cars have not been running since last fall. A Montreal loan com-