

Ste. Flavie district, vice W. Rennels, deceased. Office at Campbellton, N.B.

T. E. Henderson, for a number of years operator and ticket agent at Moncton, has been appointed Superintendent of Car Service and Telegraph, with office at Moncton. This is a new position. He will be assisted by a Car Accountant. He will distribute the passenger and freight equipment between divisions; arrange the interchange of cars between this and other railways; keep in close touch with the traffic department in order to carry out its obligations. He will arrange such schedules as will give prompt and regular movement to traffic. He will receive complaints of and investigate all delays. All tracing for freight will be done through his office. He will arrange for the proper equipment of passenger trains, and keep in close touch with the machinery department on the assignment of engines, and the shopping of passenger equipment. He will have supervision over the telegraph lines along the railway right of way, and the employes maintaining and operating them. No changes of instruments or telegraph machinery shall be made without his permission. He will confer freely with the commercial telegraph companies to see that their revenues are properly protected. Ordinarily telegraph operators will be employed by the district superintendent, but there will be close conference with the Superintendent of Telegraph, as to their ability and attention to duty. The chief train dispatcher of each district will be the representative of the Superintendent of Telegraph, and will make daily tests and reports of the conditions of circuits and all wire irregularities.

W. J. Richardson, heretofore with the G.T.R., has been appointed Assistant to the Superintendent of Machinery and Rolling Stock, with office at Moncton. He is authorized to request and receive information from all concerned in all matters pertaining to this department. This is a new position.

B. C. Gesner, heretofore Air Brake Inspector, has been appointed Master Mechanic, with office at Stellarton. His jurisdiction is from Oxford Jct. to Sydney, North Sydney and Truro, and includes the Truro terminals. This is a new position. He reports to the Superintendent of Machinery and Rolling Stock.

W. C. Hunter, heretofore locomotive engineer, has been appointed Air Brake Inspector, with office at Moncton. He reports to the Superintendent of Machinery and Rolling Stock.

H. B. Dustan has been appointed terminal agent at Halifax. His jurisdiction extends from the deep water terminus to Richmond. W. C. Ross is appointed terminal agent at St. John. These are new positions. D. C. McDonald has been appointed freight agent at Halifax, succeeding H. B. Dustan.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—W. Flannagan has been appointed Store-keeper, vice O. W. Applegate, deceased.

A. M. Sharpe has been appointed Train Inspector, with headquarters at Minneapolis. Trainmen, enginemen and agents will carry out his instructions.

H. J. Cambie continues as Engineer-in-Charge of the Pacific division, reporting directly to and representing the General Superintendent in all matters affecting the engineering department of the division.

Niagara Gorge Road.—Godfrey Morgan, general manager, has resigned. For the present the office will be filled by B. L. Jones, Secretary-Treasurer.

Pullman Co.—W. H. Reed, heretofore Division Supt. at Chicago, and formerly District Supt. at Montreal, has been appointed General Supt., succeeding C. A. Garceon.

Quebec Southern Ry.—J. W. Bartlett, formerly with the West Shore Rd., is reported to have been appointed Assistant Superintendent of the Q.S.R.

The jurisdiction of A. H. Harris, General Traffic Manager of the Q.S.R., has been extended to cover the South Shore Ry.

Canadian Manufacturers' Association.—The Transportation Committee of this Association in its report presented at the recent annual meeting, recommended the appointment of a permanent railway commission by the Dominion Government, and in conclusion said: "We desire to impress upon our members the importance of the transportation question. What we need most in this country is cheap transportation, and if we can adopt any system by which the products of our manufacturers, as well as the farmers, can be transported at a lower rate we will confer upon them a great advantage. In this connection your committee desires to express its approval of the course of the Government in improving the terminal facilities of the port of Montreal, as well as improving the entrance to the Welland canal at Port Colborne. When these improvements are completed we believe the cost of transporting the products of Canadian farms and Canadian manufactures to the seaboard will be considerably reduced, and at the same time a very much larger volume will go down to the sea via our own Canadian route, thus building up our own seaports, and at the same time greatly stimulating shipbuilding in Canada."

Straits of Canso Bridge.—Application will be made at the next session of the Dominion Parliament for the incorporation of a company to build a bridge across the Straits of Canso, under the title of the Straits of Canso Bridge Co., Ltd. The site of the proposed bridge will be from Port Porcupine on the mainland to Port Hastings on the Cape Breton shore. It is proposed to build a suspension bridge which will be suitable for railway, tramway, vehicle and passenger traffic, and authority is asked to construct branch railways to connect the bridge with the I.C.R., the Inverness and Richmond Ry. and the Cape Breton Extension Ry. Tolls are to be

levied and powers asked to fix such as follows: foot passengers, not exceeding 5c.; carriages not exceeding 20c.; tramway per car, not exceeding \$1; railway per car, not exceeding \$8. The proposed bridge to be clear of interference with navigation, say 150 ft. above high water, and the span or distance between abutments to be not less than 1,000 ft. Ross & Ross, solicitors, Sydney, N.S., are acting for the applicants. The strait is about a mile wide, and a bridge across it would rank as one of the highest in the world. It is stated that such a bridge would cost about \$4,000,000, and would contain 350,000 tons of steel. The Cape Breton Ry. Extension Co., Ltd., has among its various powers a clause enabling it to build a bridge across the Straits of Canso.

December Birthdays.

Many happy returns of the day to
A. H. Anderson, Cashier, Paymaster, and Purchasing Agent, Quebec Central Ry., at Sherbrooke, Quebec, born at Cookshire, Que., Dec. 19, 1859.

C. H. Bevington, Master of Transportation G.T.R. at London, Ont., born near Blooming-
ton, Ill., Dec. 1, 1862.

D. Brown, First Assistant General Freight Agent, Grand Trunk Ry. at Chicago, born at Glasgow, Scotland, Dec. 21, 1843.

P. E. Demers, Trainmaster Central Vermont Ry. at Farnham, Que., born there Dec. 10, 1859.

H. P. Dwight, President Great Northwestern Telegraph Co., Toronto, born at Belleville, Jefferson Co., N.Y., Dec. 23, 1828.

P. Gifkins, General Manager Dominion Atlantic Ry. at Kentville, N.S., born at Harpenden, Herts, Eng., Dec. 25, 1850.

D. B. Hanna, General Superintendent Canadian Northern Ry. at Winnipeg, Man., born at Thornliebank, Scotland, Dec. 20, 1858.

E. P. Hannaford, ex-Chief Engineer G.T.R. at Montreal, born at Stoke Gabriel, Devonshire, Eng., Dec. 12, 1834.

S. P. Howard, Assistant General Freight Agent C.P.R. at Montreal, born there Dec. 30, 1865.

R. R. Jamieson, Division Superintendent C.P.R. at Farnham, Que., born at Westover, Ont., Dec. 12, 1856.

J. Niblock, Superintendent C.P.R. at Calgary, Alta., born in York County, Ont., Dec. 21, 1849.

A. Price, Superintendent C.P.R. at Toronto, born Dec. 6, 1861.

C. Schrieber, C.E., Deputy Minister of Railways and Canals, Ottawa, Ont., born at Bradwell, Essex, Eng., Dec. 14, 1831.

A. J. H. Stewart, Secretary Gulf Shore Ry. at Bathurst, N.B., born at Dalhousie, N.B., Dec. 3, 1860.

C. E. E. Ussher, General Passenger Agent C.P.R. Lines East of Lake Superior at Montreal, born at Niagara Falls, Ont., Dec. 20, 1857.

B. D. Webber, General Agent Canadian Pacific Despatch at Boston, Mass., born at Beverley, Mass., Dec. 3, 1851.

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