

H. G. McMicken, the widely known & popular railway agent, latterly of Toronto & formerly of Winnipeg, in his new position as first European Traffic Agent of the Great Northern Ry., has opened offices at 122 Pall Mall, London.

Owing to the amalgamation of the stores & mechanical departments of the Intercolonial, J. H. McMackin's services will be dispensed with after May 6, his work as an issuer of stores being added to that of J. M. Cameron, clerk in the Mechanical Dept.

S. S. Russell, Secretary to Superintendent Fitzhugh of the G.T.R., Middle Division, at Toronto, having been appointed Chief Clerk to Superintendent Jones, of the Southern Division, is succeeded by E. Walton, who has been stenographer to Chief Clerk Mullins in Mr. Fitzhugh's office.

C. W. Graves, Canadian Agent of the Wisconsin Central, has been appointed Travelling Freight & Passenger Agent of the Great Northern, with headquarters at Toronto, a position formerly held by H. G. McMicken, now in charge of the London, Eng., office of the Great Northern.

W. J. Girkerson, formerly Travelling Passenger Agent for the G.T.R., has been appointed Soliciting City Passenger Agent in the Toronto office on the staff of City Passenger & Ticket Agent Keating, of the road. S. O. Perry, City Ticket Agent of the G.T. at St. Thomas, has resigned, & A. S. Overend has been appointed in his place.

It is rumored J. E. Price is to be made Superintendent of all the I.C.R'y. in Nova Scotia, east of Springhill, with headquarters at Truro. He is now Superintendent from St. John to Halifax. The change would take from him the charge of the road from Springhill to St. John & give him the Oxford & New Glasgow line, & the Eastern Division, now superintended by Mr. Campbell.

Edward Pennington, heretofore Superintendent of the Minneapolis, St. Paul & Sault Ste. Marie, recently appointed General Superintendent, has made the following appointments: D. Willard, Superintendent of Wisconsin & Peninsular divisions, including Minneapolis Terminals, with office at Minneapolis; F. C. Batchelder, Superintendent of Minnesota Division at Enderlin, N.D.; the offices of assistant superintendent of the Wisconsin, Peninsular & Minnesota Divisions have been abolished.

Cornelius Sheehy died at his residence, Detroit, Mich., April 27 after a few days' attack of pneumonia. Mr. Sheehy came to Canada from Ireland when young & entered the service of the Northern Ry., of Canada as a brakeman. He gradually worked his way up, & 8 years ago became district passenger agent of the Canadian Pacific at Detroit, resigning about a year ago. He was a stockholder in the Kingston & Pembroke Ry., & was also largely interested in Eastern Canadian iron manufactories.

The investigating governors of the Royal Canadian Humane Association have decided to award the Association's parchment to John Meyer, the colored G.T.R. porter, who worked very hard to get the late Engineer Hutchinson & Fireman Clark out of their engine cab at the time of the fatal accident at Burlington, Ont., on March 1 last. Mr. Meyer has been presented by the Brotherhood of Trainmen & Locomotive Engineers with a gold locket & chain, suitably inscribed, as a mark of appreciation of his heroic conduct.

C. Shields, General Superintendent of the Chicago Great Western, has resigned. Mr. Shields was one of the first C. P. R. dispatchers at Winnipeg, & was afterwards superintendent at Moose Jaw. He followed J. M. Egan from the C.P.R. to the Great Northern as Superintendent of Construction, again following Mr. Egan to the Chicago Great Western, of which he became Asst. Gen. Supt. in 1888, resigning in 1891 to take the general superintendency of the Great Northern in 1891 & returning to the Chicago Great Western in 1893.

W. T. Jennings, C.E., whose report on the Stikine-Teslin route appeared in our March issue, is a native of Toronto. His father was a well-known clergyman of the Presbyterian Church here. He was born May 19, 1846, & educated at the Model Grammar School & at Upper Canada College. He began his studies of engineering under Mr. Molesworth, C.E. In 1870 he entered the engineering service of the Great Western Ry., subsequently becoming connected with the Dominion Government railway service, & still later joining the staff of the C.P.R. In 1890 he was appointed City Engineer of Toronto, but, much to the regret of those who have the true interests of the city at heart, he threw it up after serving two years. Brief as the time was, he dealt with some of the largest administrative problems that have ever come before the citizens.

EQUIPMENT.

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There probably is nothing more important in railway enterprise at the present time than the efforts which are being made by the various railway companies to apply the most modern safety appliances to their rolling stock, the most important of which are probably air brakes & automatic couplers, & the importance of both can hardly be overestimated. The loss of life & property which has resulted from the absence of apparatus of this character in the former experience of railroad men, & the general public, can only be considered as abnormally large; & it would be difficult to make an estimate of the many thousands of brave men who have come to an untimely end by being crushed to death in coupling & uncoupling cars equipped with the old-time link & pin coupler, which should long ago have been abandoned & buried as one of the antiquities of railway practice.

The air brake as a safety appliance is very thoroughly recognized, & the Governments of several countries are enforcing its application to all rolling stock; & while it may for the present mean for the various railways an outlay of considerable funds, there is little doubt that it will prove to be an investment of great profit & appreciable gain; as in addition to enhancing the safety of their property it practically increases the capacity of the roads by making it possible to increase the schedule, or time, in which trains can be safely handled & properly controlled. Freight trains are now being conveyed over many of the principal roads at a speed only known as passenger schedule in days gone by, simply from the fact that they can be controlled & handled with absolute safety.

It is just possible that comparatively few of the many thousands of the travelling public fully appreciate the advantages of the various appliances for their safety & comfort which have been worked out & successfully applied to the modern railway vehicle. The sleeping car, with its conveniently arranged compartments and dressing rooms, & the vestibule connection between cars, making the transit from one car to another perfectly safe by connecting the cars in such a manner that the several cars become practically one. The old-time pump in the washroom has been supplanted by a water service, under air pressure, which is practically equivalent to ordin-

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