

Trainmasters must require conductors & brakemen, & master mechanics must require engineers, to turn in, regularly, certificates of weekly comparison of their watches, & will enter in records to be kept for the purpose the dates when such certificates are received.

Employees whose watches do not conform to the required standard will be given until June 1, 1898, to provide themselves with standard watches, as on & after that date all employees subject to the provisions of this circular must be provided with standard watches & the quarterly certificates to that effect must be in the hands of the officers to whom they report.

The hearty co-operation of employees in making the operation of the system successful is earnestly enjoined. The desired results can only be obtained by observing carefully the rules as to inspection & comparison, & refraining from any attempt to set or regulate their watches themselves.

C.P.R. Lubricating Oil Rules.

Manager Tait, of the C.P.R. Eastern Lines, has issued a circular stating that engineers will be expected, by carrying out the instructions which have been given as to the use of lubricating oils & by the exercise of care & good judgment, to achieve the following results:

EIGHT WHEEL ENGINES, EXCEPT MOGULS.

Road, valve per 140 miles run, 1 pint; engine per 40 miles run 1 pint.

Ballast, per 10 hours:—valve, 1 pint; engine, 3 pints.

Other work, per 10 hours:—valve, $\frac{3}{4}$ pint; engine, $2\frac{1}{2}$ pints.

Switching, per 12 hours:—valve, $\frac{3}{4}$ pint; engine, $1\frac{1}{2}$ pint.

TEN WHEEL & MOGUL ENGINES.

Road, valve per 120 miles run:—1 pint; engine per 35 miles run, 1 pint.

Ballast, per 10 hours:—valve, $1\frac{1}{4}$ pint; engine, 4 pints.

Other works, per 10 hours:—valve, 1 pint; engine, 3 pints.

Switching, per 12 hours:—valve, 1 pint; engine, 2 pints.

Many eloquent tributes have, indeed, been tendered from time to time to the vast changes in Canadian life which can be justly traced to the construction of the great trans-continental railway, the Canadian Pacific. But never, perhaps, has the truth been more aptly or more forcibly put than by C. D. G. Roberts, in his new history of Canada, in two sentences, which abundantly merit quotation: "All through the mountains, all along the prairies, are strung little settlements growing into villages, villages blossoming into towns, so filled with sanguine life that they sparkle like jewels on the thread of steel, & so the roaring trains of the great highway may be likened to gigantic shuttles darting backwards & forwards across the continent, & weaving into the warp of this northern land the bright pattern of national life."

OFFICIAL RAILWAY CIRCULARS.

Canada Atlantic & Ottawa, Arnprior & Parry Sound.

CANADA ATLANTIC RAILWAY & CANADA ATLANTIC TRANSIT CO., OTTAWA, Mar. 23. The following appointments take effect April 1: J. T. Rose, North-Western Agent, Duluth Minn., office at 609 Board of Trade; H. L. Moore, Agent, Minneapolis & St. Paul, Minn., office at Corn Exchange, Minneapolis; C. D. Howard, Agent, Milwaukee, Wis., office at Room 38, Mack Block. C. J. Smith, General Freight Agent. Approved, E. J. Chamberlin, General Manager.

CANADA ATLANTIC, & OTTAWA, ARNPRIOR & PARRY SOUND RYS., & CANADA ATLANTIC TRANSIT CO., OTTAWA, Mar. 31. M. A. Overend is appointed Foreign Freight Agent of these companies; office at 115 Board of Trade Building, Montreal. C. J. Smith, General Traffic Manager.

CANADA ATLANTIC & OTTAWA, ARNPRIOR & PARRY SOUND RYS., & CANADA ATLANTIC TRANSIT CO., OTTAWA, Mar. 31. W. P. Hinton having been appointed Assistant General Freight Agent, will have direct charge of the local freight traffic of these companies, the tracing & care of traffic in transit, freight claims, & such other duties as may be assigned to him by this office. Agents & others will report to him on matters pertaining thereto. All correspondence relative to the Canada Atlantic Fast Freight Line should be addressed to the Line Manager, as formerly. C. J. Smith, General Traffic Manager.

CANADA ATLANTIC & OTTAWA, ARNPRIOR & PARRY SOUND RYS. The following circulars were issued by E. J. Chamberlin, General Manager, dated Ottawa, Mar. 31: M. Donaldson, formerly Superintendent, is appointed General Superintendent, headquarters Ottawa, Ont.; J. Ogilvie, formerly Locomotive Foreman, is appointed Superintendent of Motive Power, & will have charge of maintenance of motive power & other matters pertaining to that department, reporting direct to the General Superintendent, headquarters, Ottawa; W. H. Smith is appointed Boat Line Auditor, headquarters Depot Harbor, Ont. He will also act as Agent & have charge of operation & accounts in connection with warehouses & elevators at Depot Harbor; C. J. Smith, formerly General Freight & Passenger Agent, is appointed General Traffic Manager, headquarters Ottawa. J. E. Walsh is appointed Assistant General Passenger Agent. Headquarters, Ottawa. W. P. Hinton is appointed Assistant General Freight Agent. Headquarters, Ottawa. On & after this date the Chief Engineer will have the direct supervision of track, bridges, trestles & docks. Roadmasters will respect his orders accordingly. Headquarters, Ottawa.

CANADA ATLANTIC & OTTAWA, ARNPRIOR & PARRY SOUND RYS., Mar. 31. J. E. Walsh having been appointed Assistant General Pas-

senger Agent, will have direct charge of the passenger business of these companies. Agents & others will report to him on matters pertaining thereto. The Baggage Department is assigned to his office. E. J. Smith, General Traffic Manager.

Canadian Government System.

As a good deal of doubt appears to exist as to the powers, &c., of the General Traffic Manager we give here a copy of the circular announcing his appointment:

MONCTON, N.B., Nov. 22, 1897. A. H. Harris is appointed General Traffic Manager of the Canadian Government System of Railways, with headquarters at Montreal, to take effect Nov. 24, 1897. The General Freight Agent & General Passenger Agent will report to & receive their instructions from him. D. Pottinger, General Manager.

In sending us the circular, the Secretary of the Department of Railways & Canals wrote: "I am to say that Mr. Harris is to report to the General Manager."

In the House of Commons, April 6, answering Sir Hibbert Tupper, Mr. Blair said Mr. Harris was not independent of the General Manager. He could not fix rates without first obtaining the sanction of the Minister of Railways.

PERSONAL MENTION.

Lady VanHorne & Miss Adeline VanHorne are sojourning at Pasadena, Cal.

Jas. McMullen, of Galt, has been appointed Secretary to Chief Solicitor Clarke, of the Canadian Pacific.

C. W. Graves, District Passenger Agent, Wisconsin Central, Toronto, has removed his office to 80 Yonge St.

E. A. Seeley has been appointed General Agent of the Oregon Railroad & Navigation Co. at Juneau, Alaska.

Chas. Newman, car inspector for the Grand Trunk at Niagara Falls, lost his son in the Maine disaster at Havana.

G. McL. Brown, Executive Agent of the C.P.R. in B.C., has decided upon making Victoria his headquarters.

Jos. De Gurse, Land Surveyor & Civil Engineer for the L. E. & D. R. Ry., died Mar. 23, at Windsor, Ont.

C. W. Mott, General Immigration Agent of the Northern Pacific, having resigned, the position has been abolished.

Bert Belch, formerly N.P. ticket agent in Winnipeg, has been given a position in the C.P.R. Vancouver ticket office.

Mrs. M. L. Flynn, wife of the Master Mechanic of the Michigan Central, died at St. Thomas, Ont., Mar. 16, of paralysis.

L. J. Seargeant, formerly General Manager of the G.T.R., presided at the dinner of the Canada Club in London, Eng., April 6.

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