

March Birthdays.

Many happy returns of the day to
 P. S. Archibald, C.E., ex-Chief Engineer
 I.C.R. at Moncton, N.B., born at Truro, N.S.,
 Mar. 21, 1848.
 C. N. Armstrong, ex-General Manager At-
 lantic and Lake Superior Ry. at Montreal,
 Que., born at Maskinonge, Que., Mar. 19,
 1850.
 D. E. Brown, General Agent C.P.R. for
 China, Japan, etc., at Hong Kong, born at
 Owen Sound, Ont., Mar. 20, 1855.
 G. J. Bury, Assistant General Superintend-
 ent C.P.R. at North Bay, Ont., born at Mon-
 treal, Que., Mar. 6, 1866.
 J. A. Cameron, ex-Superintendent C.P.R.
 at Cranbrook B.C., born at Pictou, N.S.,
 Mar. 5, 1855.
 F. G. J. Comeau, General Freight Agent
 Dominion Atlantic Ry. at Halifax, N.S.,
 born at Meteghan River, N.S., Mar. 10,
 1859.
 H. B. Curtis, General Superintendent New-
 foundland Express Co. at St. John's, Nfld.,
 born at Adrian, Ohio, Mar. 21, 1848.
 Hon. L. J. Forget, President Richelieu and
 Ontario Navigation Co., born at Terrebonne,
 Que., Mar. 11, 1853.
 C. O. Foss, Chief Engineer Nova Scotia
 Central Ry. at Bridgewater, N.S., born at
 Wentworth, N.H., Mar. 20, 1852.
 H. W. Gays, President and General Man-
 ager Ottawa and New York Ry., and Re-
 ceiver New York and Ottawa Rd. at Ottawa,
 Ont., born at Brant, Erie co., N.Y., Mar. 21,
 1848.
 F. Grundy, General Manager Quebec Central
 Ry. at Sherbrooke, Que., born at Bury,
 Lanc., Eng., Mar. 28, 1836.
 W. Hartly M.P., President Canadian Loco-
 motive Works, Kingston, Ont., born in Bid-
 dulpsh tp., Middlesex, Ont., Mar. 8, 1847.
 H. S. Heydon, New York Agent Canada
 Atlantic Ry. at New York city, born at
 Newark, N.Y., Mar. 28, 1861.
 C. B. Hibbard, General Passenger Agent
 Rutland Rd. at Rutland, Vt., born at St.
 Johns, Que., Mar. 31, 1858.
 J. Hobson, Chief Engineer G.T.R. at Mon-
 treal, born at Guelph, Ont., Mar., 1834.
 C. E. Lytle, General Superintendent Duluth
 South Shore and Atlantic Ry. at Marquette,
 Mich., born at Newark, Ohio, Mar. 2,
 1859.
 Owen McKay, Chief Engineer Lake Erie
 and Detroit River Ry., Walkerville, Ont.,
 born in Ross tp., Renfrew co., Ont., Mar.
 13, 1848.
 W. Mitchell, ex-Managing Director Drum-
 mond County Ry. at Drummondville, Que.,
 born at Durham, Que., Mar. 14, 1841.
 R. Patterson, Master Mechanic G.T.R. at
 Stratford, Ont., born at Brantford, Ont., Mar.
 13, 1860.
 J. Ritchie, General Eastern Agent Canada
 Atlantic Ry. at Boston, Mass., born Mar. 16,
 1860.
 J. A. Sheffield, Superintendent Sleeping
 and Dining Cars C.P.R. at Montreal, born
 at Columbus, Ohio, Mar. 16, 1845.
 C. J. Smith, General Traffic Manager Can-
 ada Atlantic Ry. and Canada Atlantic Transit
 Co. at Ottawa, Ont., born at Hamilton, Ont.,
 Mar. 10, 1862.
 W. Y. Soper, Vice-President Ottawa Elec-
 tric Ry. Co., Ottawa, Ont., born at Oldtown,
 Me., Mar. 9, 1854.
 W. F. Tye, Chief Engineer of Construction
 C.P.R. at Montreal, born at Haysville, Ont.,
 Mar. 5, 1861.
 H. Wallace, ex-Chief Mechanical Superin-
 tendent G.T.R. at Montreal, Que., born at
 Derby, Eng., Mar. 10, 1844.
 In our last issue it was stated that C. W.
 Milestone, Superintendent C.P.R. at Moose
 Jaw, Assa., was born at Medina, Ohio, Feb.
 24, 1847. It should have read 1857 instead
 of 1847.

Grand Trunk Ry. Betterments, Etc.

Portland, Me.—General Manager Hays recently said he considered the future of the harbor assured and that he would continue a policy favoring its development. The first year he became connected with the G.T.R. 26 steamers left Portland, while last year there were 105. He thought that number would increase. The G.T.R. had done considerable for Portland, and the time had come for Portland to reciprocate by providing an adequate system of fire protection.

The Montreal Herald recently stated that "The new G.T.R. station at Portland, which is to be built during the coming summer, will be of red brick with granite trimmings. On each corner will be a tower to relieve the too set character. It will be two stories high. The ground floor will have waiting rooms, ticket and local agent's office, and a restaurant. The second floor will contain the local freight cashier's office, employees' quarters and lavatory and a store room. There will also be several offices for the use of the local steamship officials and employees. One feature that will be missed is the train shed. There will be an incoming and outgoing track, but the hood covering over the platform will project only part way over each track." An officer advised us, on Feb. 24, that the character of the plans had not then been determined upon. General Manager Hays and other officials returned from Portland, on Feb. 24, where it was reported they had been selecting a site for the new station. (Dec., 1901, pg. 362.)

Montreal General Offices.—It is expected that the officials will take possession of their quarters in the new general offices on McGill street early in April. During the summer D'Youville square, in front of the new offices, is to be greatly improved. The square is to be sodded and shrubs and trees are to be planted on it. Nothing has been decided as to what will be done with the present general offices at Point St. Charles. (Dec. 1901, pg. 362.)

Track Water Troughs.—Press reports recently stated that track water troughs were to be constructed along the line between Montreal and Chicago, so that the engines could take water without stopping; the troughs to be 1,600 ft. long and capable of containing 6,000 gals. of water. We are informed by an officer that the reports referred to are the first the management has heard of the matter.

Port Hope to Port Union Second Track.—In the summer of 1901 work was commenced on the double tracking of the main line between Port Hope and Port Union, Ont., 46.26 miles, the section taken in hand being between Whitby Jct. and Port Union, 13.13 miles, which has been completed. In connection with the remaining 33.13 miles between Port Hope and Whitby Jct., an unconfirmed press report says the Co.'s engineers have reported in favor of making a deviation from the present main line at Whitby, Ont., to a survey which would pass about a mile and a half north of Oshawa, four miles north of Bowmanville and Newcastle, and join the present line near Port Hope, that the curvature and gradients between Whitby and Port Hope, on the present line, are too great to double track, and that ballast is also scarce on the present line. We are officially informed that surveys have been made with a view to improve the gradients and alignment, but that no definite conclusion has been arrived at in regard to the matter. (Dec. 1901, pg. 362.)

Owen Sound Extension.—Application has been made by the Co. to the Owen Sound, Ont., town council for the right to extend its tracks along Stephen st. to McDonald's fish house, with a view to carrying out a number of improvements. Mr. Dench, the Co.'s agent, said it was proposed to move the present

freight house southward to opposite the station, and to extend it. The tracks would then be run on to the docks, and the track planked so that it would not interfere in any way with the crossing of teams.

Bridges Near Hamilton.—The Co. is about to erect a steel bridge over the Burlington canal, on the line between Burlington Jct. and Hamilton, and another one at Burlington Heights, west of Hamilton. They will be up to the fullest requirements of the largest locomotives and cars.

Main Line Deviation to Brantford.—As a result of a conference between the Third Vice-President and the Brantford city council, an agreement has been entered into by which the main line between Niagara Falls and Sarnia tunnel will be carried through Brantford instead of via Paris as now. To do this it will be necessary to construct four miles of line, renew a bridge on the existing line near Brantford, at a cost of \$118,650; renew the bridge over the Grand river and strengthen and improve the line between Brantford and Paris at a cost of \$93,500, or a total cost of \$212,150, towards which the Co. asks Brantford to contribute \$58,325. The Co. will also construct a short branch into the Homedale district, provided certain industries are established there. A by-law is being prepared for submission to the taxpayers confirming the agreement. (Aug. 1900, pg. 234.)

London to Komoka Second Track.—Press reports say that the Co. proposes to double track the line between London and Komoka, Ont., 10 miles, and that the change will mean the building of a number of costly bridges, the most important of which will be the one over the river Thames. We are officially informed that the work will not be undertaken immediately, but will be done in the near future.

Point Edward Elevator.—The 1,000,000 bush. tank elevator being constructed at Point Edward, Ont., will be ready to handle grain at the opening of navigation. (Jan., pg. 8.)

Detroit, Mich.—The city council desires the Co. to bridge over the level crossings in that city, and has passed an ordinance requiring this to be done, or subways to be constructed. General Manager Hays was recently asked what the policy of the Co. would be in this matter, but he would not commit himself either one way or the other.

Port Huron to Chicago Second Track.—On the line between Port Huron, Mich., and Chicago, 334.79 miles, the section between Port Huron and Durand, mileage 81.09 from Port Huron, has been completed, and there is under construction a further mileage of 77.25 miles from Durand to Battle Creek, mileage 158.34 from Port Huron. In connection with this work the Co. has opened an office for its engineers at Lansing, Mich. The work will be fairly heavy, as there are a number of grades to be reduced, curves to be straightened and two steel bridges to be built. The double tracking has also been proceeding from Chicago, and a section of 50.01 miles from Chicago to Sedley, mileage 283.57 from Port Huron, has been completed; and an additional 30.50 miles, between Granger, mileage 224.29 from Port Huron; and Stillwell, mileage 254.79, was under contract last year and is now reported completed. (Dec., 1901, pg. 362.)

Plans have been submitted to the Michigan State Commissioner of Railways by the Detroit, Lake Orion and Flint Ry. Co. for interlocking signals to be installed at the crossing of its line and the G. T. Western Ry. on Harrison st., Flint, Mich.

Chicago Tracks.—A meeting of the executive of the Chicago, Western and Indiana Ry. has been held in New York, C. M. Hays representing G.T.R. interests, to discuss the