

will, if your business or intimacy warrants, find yourself shown or directed upstairs to his painting room, or to the billiard room. If, however, you are not a brother of the brush you will not be much interested in the former, unless perchance the occupant has some pictorial joke on hand, such as the painting of a picture that may be looked at any way you like with equal satisfaction, or a political allusion conveyed in a picture of eminent politicians in a poker duel. But in the billiard room the interest is more general, for your host will be equally ready there to play with you at billiards, chess, or anything else you may suggest in which skill is the principal factor. To chess Sir William is very partial; the nature of it, that of devising more ingenious plots than one's opponent, has peculiar charms for him, & when his schemes like those of Burns' mice gang aft aglee, the resulting expletives are always directed against himself. In playing chess or billiards he is in serious earnest, reserving the jokes & stories for between times & afterwards; only does he relapse when some stroke at billiards is too obviously unexpected to permit even his countenance to play hypocrite over the accidental success; & sometimes he does fluke like the —. Smoking, laughing & playing are eminent manufacturers of thirst, & in the billiard room the strict observer of seasons may remain thirsty in Lent—if he insists upon doing so.

It is not only in Sherbrook Street that Sir Wm. Van Horne's qualities as a host are known; perhaps not so well known as in his car. Not infrequently when the President makes his periodical tours of inspection the commodious "Saskatchewan" is filled with friends & officials; of the road; those of the one class happy in anticipation of viewing the prairies & the mountains, the others heavy with thought of the business that brings them from their homes. Straddled across a chair at the rear window of the car, the eye of the master surveys the work of the combination of employees, while muttered conferences with the engineer or superintendent of the division are heard as bridges are crossed or tunnels passed. Suddenly a cry of "Whoa, Jim!" bursts over the hum of conversation, & is answered by the important functionary of that name, who enters bearing a well-filled tray of glasses & other vessels & a box of cigars. When all is plain sailing on the road, & easy & familiar sections are being traversed, the relaxation of mind is accompanied by such athletic or mental freaks as may be uppermost in the President's mind. Speculations as to what may be the condition of some particular matter at that moment in Montreal, New York, or elsewhere, opinion to be supported by wager, & correctness to be settled by telegraph from the next station, alternate with trials of agility about the seats of the car, or competitions for pre-eminence in feats which no one has tried since boyhood. When the stations are reached & the tourists are wandering about inspecting novelties; it may be Red Indians, otherwise colored by dirt & paint, piles of collected buffalo bones, relics of the hunters age of the country, or what not; the officials are talking, frowning or smiling, questioning or answering until the "all aboard" is called & the car life is resumed. When the shades of night have fallen upon the twin streaks of steel, & when at a central point friends drop in during the evening to call upon the party, the business of the day is for the moment forgotten & pleasing recreation takes its place.

G. A. Harris, Vice-President of the Ottawa Forwarding Company, died April 5, aged 47. For many years he was Manager of the Company. He was also a director of the Ottawa Transportation Co., & conducted an extensive wood & coal business.

RAILWAY APPOINTMENTS, &C.

CANADIAN PACIFIC.—H. B. Spencer is appointed Superintendent of the Chalk River Section, of the Brockville, Prescott & Eganville branches, & of Ottawa Terminals, with office at Ottawa. Until about two years ago, when he resigned to take the management of the Hull & Aylmer Electric Ry., he was Superintendent of all lines east of Chalk River on the Eastern Division.

J. E. A. Robillard is appointed Superintendent of the Ottawa Section, & of the St. Lin, St. Eustache and Labelle branches, with office at Montreal. When H. B. Spencer left the C.P.R., as above mentioned, Mr. Robillard, who was Chief Dispatcher at Ottawa, succeeded him as Superintendent of all lines east of Chalk River on the Eastern Division.

Montreal Terminal District is extended to include the line from Outremont to Windsor St. Station, including St. Luc Jct., Montreal Jct. & Windsor St. stations & yards, & W. J. Singleton, Superintendent of Montreal Terminals, having been granted leave of absence, D. R. Bell, heretofore Trainmaster at Toronto, is appointed Acting Superintendent of Montreal Terminals, reporting to the General Superintendent of the Eastern Division.

F. G. Martyn, heretofore Trainmaster at Smith's Falls, is appointed Trainmaster west & north of Toronto, including Toronto terminals; office, Toronto Junction.

W. Hassard, heretofore Conductor between Toronto & Hamilton, is appointed Trainmaster, Smith's Falls, Havelock & Toronto Sections, & M. & O. Branch; office, Smith's Falls Junction. Trainmen and yardmen will report to trainmasters.

J. W. Harkom is appointed Assistant to the Mechanical Superintendent, with office at Montreal. Up to the time of this appointment he was Master Mechanic of the G.T.R. at Montreal.

GRAND TRUNK.—T. McHattie, Locomotive Foreman at London, has been appointed Acting Master Mechanic of the Eastern Division, with headquarters at Montreal, in place of J. W. Harkom, Master Mechanic, who has gone to the C.P.R. A. A. Maver is appointed Locomotive Foreman at London, vice McHattie promoted, & W. Turnbull is appointed Repair Shop Foreman at Toronto, vice J. McGrath, who is appointed Erecting Shop Foreman at Stratford, Ont., vice Maver transferred.

J. A. Sheedy, formerly connected with the Illinois Bridge Co., Chicago, is appointed Master of Bridges & Buildings for the Middle Division, vice W. Crawford resigned; office at Toronto.

The headquarters of H. Ferguson, General Roadmaster, have been transferred from London to Toronto.

GRAND TRUNK & WABASH.—J. C. Sander-son is appointed Inspector of Bridges & Buildings, including turn-tables, water service, &c. Headquarters St. Thomas, Ont.

LAKE ERIE & DETROIT RIVER.—Owen McKay has been appointed Engineer, with office at Windsor, Ont., succeeding the late Jos. de Gurse.

TILSONBURG, LAKE ERIE & PACIFIC.—A. L. Baker is appointed General Freight & Passenger Agent. Headquarters, Tilsonburg, Ont.

Commencing May 16, L. E. Tillson will resume his duties as travelling freight & passenger agent for the L. E. & D. R. R., & between Port Stanley & Cleveland. He will have charge of all territory in Canada west of Toronto, & also the excursion business on all points on the G.T.R., C.P.R. & Wabash to Port Stanley.

I. C. R. Mechanical Superintendency.

F. R. F. Brown has retired from the mechanical superintendency of the Intercolonial, & it is stated he will open an office at Montreal as consulting engineer. He has been with the Intercolonial since Nov., 1892, & was formerly for 6 years Mechanical Superintendent of the C.P.R. G. R. Joughins has been appointed to succeed Mr. Brown. Until recently he has been Superintendent of Motive Power of the Norfolk & Southern Ry. at Berkley, Va. Some 8 or 10 years ago he was in the employ of the G.T.R.

The Railroad Car Journal, New York, says: While the Intercolonial is to be congratulated on having secured the services of Mr. Joughins, it is with regret we record the departure from the U.S. of one of our most able & progressive railroad mechanical officials. He has an admirable record in railroad service, & has done some excellent work as a member of our railroad clubs, & of the Master Car Builders' & Master Mechanics' Associations. To his investigations & experiments is due, in no small degree, the evolution of car work which is materializing in the extensive & growing use of steel cars of large capacity. This development dates from January, 1894, when he read before the New York Railroad Club his now historic paper on 'Metal Underframes for Freight Cars,' in which he recited the results of a test of metal underframes, & drew the attention of the mechanical world to the possibilities of steel in this respect."

Personal Mention.

G. H. Ward has been appointed Road Foreman for the Lake Manitoba Railway & Canal Co's line.

A. A. Strout, of Portland, Me., Solicitor for the G.T.R. for Maine, New Hampshire & Vermont, died at the end of April.

Mrs. D. B. Lindsay, wife of the General Passenger Agent of the Temiscouata Ry., died at River du Loup, Que., April 30.

H. Varnes, of the Grand Trunk shops at Lindsay, Ont., has gone to Revelstoke, B.C., as foreman in the C.P.R. car department.

C. B. Smith, Assistant Professor in civil engineering, has resigned his position in McGill University, Montreal, and has been given a position in the engineering department of the C.P.R.

The historic silk rug formerly the property of the Shah of Persia, which was secured by the celebrated rug collector, Levien Babayan, of Constantinople, has been sold to Sir William Van Horne for \$2,000.

Superintendent Murray, of the C.P.R., Western Division, who has been on sick leave, recently returned to Winnipeg from a visit to his brother, the celebrated Dr. John Murray, of Edinburgh University.

"Kit" Carson, who was formerly Traveling Passenger Agent of the C.P.R. in San Francisco & the Kootenay, was recently, it is said, elected Mayor of Wrangell. He is running an hotel under canvas there.

J. B. McKay, formerly in charge of the construction of the Niagara Falls Park River Ry., is now engaged in the construction of the Stickeen & Lake Teslin Ry., with headquarters at Telegraph Creek, B.C.

Sumner Hopkins, Commercial Agent of the G.T.R. at Detroit, Mich., has been appointed Manager of the G. T. Despatch, with office at Detroit. W. K. Evans has been appointed Accountant of the G. T. Despatch at Detroit.

A. Branin, who has been Assistant Superintendent of the Bellingham Bay & British Columbia Ry. since 1891, has resigned, & is succeeded by W. H. Lawson, heretofore Cashier of the Bellingham Bay Improvement Co.