

INTERNATIONAL BRIDGE, at Buffalo, Sept. 29. President, C. M. Hays; Vice-President, J. Bell; Secretary-Treasurer, C. Percy; other directors, H. W. Sprague, E. W. Meddaugh, G. F. Brownell, F. H. McGuigan.

MICHIGAN AIR LINE, at Detroit, Oct. 1. President, C. M. Hays; other directors, J. H. Muir, W. J. Spicer, E. W. Meddaugh, J. Bell; Secretary-Treasurer, C. Percy.

ST. CLAIR TUNNEL, at Detroit, Oct. 1. President, C. M. Hays; Vice-President, J. Bell; Superintendent, F. H. McGuigan; other directors, W. J. Spicer, A. Vidal, E. W. Meddaugh, J. Hobson; Secretary-Treasurer, C. Percy.

TOLEDO, SAGINAW & MUSKOGON RY., at Detroit, Oct. 1. President & General Manager, C. M. Hays; other directors, E. W. Meddaugh, J. W. Loud, C. J. Church, F. H. McGuigan, W. Cotter; Secretary-Treasurer, J. H. Muir.

The International Limited's Time.

The following comparison between the time of the G.T.R. International Limited & one of the well-known fast trains between Buffalo & Chicago, is of interest. The figures between Buffalo & Chicago are used, as the distance, 540 miles, correspond approximately with the distance Montreal to Windsor, which is 558 miles:—

Lake Shore Limited—Leave Buffalo, 3.20 a.m.; arrive Chicago, 4.30 p.m. Actual time, 13 hours, 10 minutes; miles, 540; miles per hour, 41. Stops en route, 19.

International Limited—Leave Montreal, 9.00 a.m.; arrive Windsor, 10.00 p.m. Actual time, 13 hours; miles, 558; miles per hour, 43. Stops en route, 23.

The "dead time" consumed while the train is not in motion is:—Lake Shore Limited, 19 minutes; International Limited, 31 minutes. Each stop of a train running at such a high rate of speed is equal to a loss of about 4 minutes; that is, allowing for the time when the train begins to slow up until it again attains its maximum speed after making stops the train loses by each stop 4 minutes compared with time it would make if it continued on at full speed without making the stop. The comparison, after deducting the "dead time" & 4 minutes for each stop, is still more favorable to the International Limited, as under:—Lake Shore Limited, net time 11 hours, 35 minutes, or 46.6-10 miles an hour; Inter-

national Limited, net time 10 hours, 57 minutes, or 55.8-10 miles an hour.

The Lake Shore Limited carries one or two more cars than the International Limited, but allowing for this fact the comparison is highly creditable to the G.T.R. service.

RAILWAY APPOINTMENTS, ETC.

Algoma Central.—H. Dreany, for several years Passenger Conductor on the Sault Ste. Marie branch of the C.P.R., has been appointed General Agent of the Michipocoton division at Michipocoton Harbor. All employees of the Michipocoton division will take their instructions from him.

C. Kyle has been appointed Master Mechanic, with headquarters at Sault Ste. Marie, Ont., succeeding W. L. Kerr, transferred.

R. Shanks, heretofore Roadmaster of the C.P.R. at Mattawa, has been appointed Roadmaster, with headquarters at Sault Ste. Marie, Ont.

P. Robinson has been appointed Dispatcher, with headquarters at Sault Ste. Marie, Ont.

W. Z. Earle has been appointed Assistant Engineer, succeeding R. C. Smith.

T. Williams, heretofore of the Bank of Toronto, London, has been appointed Paymaster for the Sault Pulp & Paper Co., & for the Lake Superior Power Co., & will also act as Paymaster for the A.C.R. for the present.

Canadian Pacific.—A slight change has been made in the dividing points between the eastern & western lines. Heretofore Fort William was the western terminus of the eastern lines, & the eastern terminus of the western lines. As the business of the Lake Superior terminals is most intimately connected with the western lines, the dividing point between the two main divisions of the system has been shifted from Fort William to Port Arthur, the jurisdiction of W. Whyte, Manager of the western lines, having been extended to & including Port Arthur. As the round houses & other terminal facilities are situated at Fort William, the eastern division engines & crews will run through to Fort William from the east, & will start from Fort William going east.

In reference to the announcement of changes in roadmasters on the eastern division, made in last month's issue, it may be mentioned that J. Hennesy, who has been ap-

pointed Roadmaster of the Quebec section at Three Rivers, succeeded W. Cooper, who died Aug. 15, of syncope of the heart. N. Delaire, appointed Roadmaster of Montreal terminals, succeeded J. Hennesy. P. Houston, appointed Roadmaster of the Montreal & Ottawa section, & of the Prescott & Sussex St. branches, with headquarters at Ottawa, succeeded J. M. Guenette, resigned. R. Clarke, appointed acting Roadmaster of the North Bay section, at Mattawa, succeeded R. Shanks, who resigned to enter the service of the Algoma Central.

J. W. Dawsey, heretofore Station & Weighing Inspector on lines east of Fort William, has been appointed Local Freight Agent at Montreal, vice J. F. Mundle.

Chicago, Milwaukee & St. Paul.—F. A. Miller, heretofore Assistant General Passenger Agent at Chicago, has been appointed General Passenger Agent, vice G. H. Heaford, resigned to engage in other business.

Fitchburg.—M. Williams has been elected President, succeeding E. D. Codman, resigned.

Grand Trunk.—X. H. Cornell has been appointed trainmaster of the 25th district, with headquarters at Durand, Mich., vice C. S. Cunningham, appointed Superintendent of St. Clair tunnel & terminals. Previous to this appointment Mr. Cornell was in the service of the Indiana, Illinois & Iowa R.R.

Great Northern of Canada.—N. J. Fraser has been appointed General Freight & Passenger Agent. He has recently been Montreal Manager for the Johnston Steamship Co., & was formerly in the Freight Department of the G.T.R.

Intercolonial.—In our last issue we noted the appointment of N. L. Rand as Acting Road foreman of locomotives from Campbellton east, & of J. Murphy, from Campbellton west. The circular says:—"All drivers & firemen are to take orders from them in every matter regarding the running & repairing of locomotives, & all round-house foremen will carry out their requests relating thereto."

Midland of Nova Scotia.—H. V. Harris has been appointed General Manager, with headquarters at Windsor, N.S.

Missouri Pacific.—J. M. Herbert, who recently resigned the Superintendency of the eastern division of the G.T.R., has been appointed Superintendent on the M.P. system at Ossawatimie, Kansas.

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