

Personal.

MR. D. B. HANNA, who has occupied the position of acting accountant of the Manitoba & North-Western, since November, has been appointed accountant.

MR. JOHN G. LAVEN, Toronto, as Canadian passenger agent of the Michigan Central, has a territory embracing that portion of Ontario east of Port Arthur, Quebec, Nova Scotia and New Brunswick excepting the lines of the New Brunswick Railway.

THE regular monthly meeting of the Central Railway club of Buffalo was held March 23. The resignation of Mr. R. H. Soule as president was accepted and Mr. Thomas Sutherland of the Chicago & Grand Trunk, the vice president, was chosen president to succeed him.

THE *Railroad Gazette* says:—Mr. George M. Pullman has been knighted by the King of Italy. While it is a matter of conjecture just why this distinction has been conferred on him, still we tender to Sir George the assurances of our distinguished consideration.

It is stated that Erastus Wiman has bought an interest in the new pulverizer of Raymond Brothers, of Chicago. This contrivance, it is claimed, illustrates an entirely new principle in mechanics, grinding refractory substances to an impalpable dust without the aid of tooth, stamp or roller, and simply by the action of air.

MR. G. R. PUGSLEY, president of the Regina & Long Lake Railway, was taken seriously ill while in Ottawa on business in connection with the road. At one time grave fears were entertained for his life, but the latest advices from the capital contain the gratifying intelligence that the patient is out of danger and that in two weeks he will be able to resume his interrupted business.

THE following, from an American, relating to one of the greatest railway men Canada has produced, will be read with interest:—It is reported from Omaha that Mr. S. R. Callaway, vice president and general manager of the Union Pacific Railway, will in future devote his entire time to the duties of vice president and that Mr. G. M. Cumming, assistant general manager and land commissioner, will succeed him as general manager.

MR. JOHN WARWICK, secretary to Mr. J. H. McTavish, land commissioner of the C. P. R., Winnipeg, has been appointed private secretary to Mr. J. M. Egan, superintendent of the St. Paul, Minneapolis & Manitoba. Mr. M. Bacon, who was Mr. Egan's secretary in Winnipeg, and who accompanied him to St. Paul, goes to the Montana Division of the road as chief clerk under Superintendent Shields.

THE following are the officers of the American Association of Railroad Superintendents, elected at the last meeting:—President H. F. Royce (Chicago, Rock Island & Pacific); first vice-president, C. S. Gadsden, (Charleston & Savannah); second vice-president, L. W. Palmer (New York & New England); third vice-president, J. B. Morford (Michigan Cen-

tral, Canada Southern Division); secretary, Waterman Stone (Providence, Warren & Bristol); assistant secretary, C. A. Hammond (Boston, Revere Beach & Lynn); treasurer, R. M. Sully (Richmond & Petersburg); executive committee, W. J. Murphy (New York, Lake Erie & Western), H. Stanley Goodwin (Lehigh Valley), A. B. Atwater (Chicago & Grand Trunk).

A WINNIPEG exchange of recent date says:—The many friends of Mr. Robert Darrach, of the C. P. R. boiler shops, met recently and presented Mr. Darrach with a token of their esteem, and also a complimentary address. Mr. Darrach is going down to Barnesville, and he is to accept a position on the St. P. M. & M., and is one more added to the number of the C. P. R. men who have allowed themselves to be inveigled into Uncle Sam's country and the employ of the Manitoba road. For a long time Mr. Darrach has held a responsible position in the shops here, and his decision to leave has caused his fellow workmen much regret. The address was read by Mr. John Galligan, and Mr. J. C. Gibson made the presentation. Mr. Darrach replied in suitable terms.

THE following sketch of the great projector of the ship railway, whose death occurred recently, is taken from an exchange:—James B. Eads was born at Lawrenceburg, Ind., May 28, 1820. With his parents he lived for a few years at Louisville, Ky., and in 1833, after the death of his father, he went to St. Louis, which city was his home from that time. He was a clerk on a lower Mississippi river steamboat in the latter part of the '30s. In 1842 he formed a company for the purpose of recovering sunken vessels and other property, in which occupation his great national engineering abilities were put to such use that in 1857 he was able to retire from the company with a handsome fortune. When the civil war broke out he submitted an elaborate plan to the government for the defence of the western waters, and contracted for the construction of seven iron clad gun boats for service on the Mississippi. In 1862 he constructed for the same purpose six iron hull propellers, carrying two turrets each. Many valuable new features of his own invention were introduced in these vessels. His great reputation as a civil engineer was gained since the war. He projected and constructed the steel arch bridge over the Mississippi at St. Louis, a work which, owing to the deep shifting sands of the river bed, had been considered almost impossible of execution. Capt. Eads was most prominently known, however, in connection with his work of opening the mouths of the Mississippi to the heaviest draught ships. Instead of a ship canal he deepened the South Pass of the delta by a system of jetties concentrating the velocity of the current, obtaining a permanent depth of twenty feet over a bar on which was but eight feet of water. At the time of his death Capt. Eads' attention was engaged with the project of a ship railway across the Isthmus of Panama—a scheme which was before the United States senate during the session just closed.

Construction.

THE contract for the construction of the St. Catharines & Niagara Central from Thorold to Hamilton, Ont., has been awarded to Sibley & Carrill, contractors of Toronto and St. Catharines, Ont. The Hamilton Bridge Co. has the contract for the construction of a bridge across the canal in St. Catharines.

A SURVEY is being made for a proposed line from Vicksburg, Mich., on the main line of the Chicago & Grand Trunk via Parkdale, Three Rivers and Constantine to Mishawaka, Ind., where it again strikes the main line. The road will run through a fertile farming country and will shorten the distance from Vicksburg to Mishawaka 14 miles.

THE New Westminster Southern, incorporated in British Columbia, is to run from some point near the 49th parallel of latitude between Semiahmoo Bay, township 16 in the District of New Westminster, to some point on the south bank of the Fraser River opposite the city of New Westminster. The incorporators of this company are: Donald Chisholm, T. J. Trapp and William McCole, all of New Westminster, B. C.

THE *Chicago Journal of Commerce* publishes a resume of the track laying and railway building of the United States for 1887, as collected by a correspondence extending over the whole country, from which it appears that there is new track projected amounting to 21,347 miles, at least 15,000 of which, it is claimed, will be laid this year. There are accounts also furnished of old track to be relaid of 18,856 miles. This would require, according to the estimates, fully 3,250,000 tons of steel rails.

It is stated that the St. Paul, Minneapolis & Manitoba Road will require about 36,000 cars of material, to put in operation the main line to Great Falls, Mont., and some Dakota branches, which are to be completed this year. To effect this, at least four miles of rail must be laid each twenty-four hours until the snow flies again. Bids are advertised for the construction of the road from Aberdeen to Bismarck. In order to do this the work will be carried on day and night, three gangs of men being employed, working eight hours each. Between dark and daylight electricity will be used to furnish the light, after the manner of the Russian engineers on the Trans-Caspian Railway.

AN Ottawa despatch in the daily press states that the Government have promised a land subsidy to the Winnipeg & North Pacific Railway Company, which has been organized to build a railway from Winnipeg to Fort Simpson by way of Fort A La Corne. The directors of the company are: Messrs. Alex. Manning, H. S. Howland, A. P. Macdonald and others. A bill to grant the company six thousand acres of land per mile for that portion of the road between Winnipeg and Fort A La Corne, and ten thousand acres per mile from that point to the foot of the Rocky Mountains, will probably be introduced this session.