

Personal.

MR. B. W. GEER, formerly of the C. P. R. telegraph office, St. Thomas, has been appointed freight clerk in this city.

MR. W. R. CALLAWAY, district passenger agent Canadian Pacific, has returned from England, where he spent an enjoyable holiday.

MR. JAMES R. DEWAR, a young Londoner, lately stenographer with Supply Agent Burns, of the Union Pacific Railway, Omaha, has been appointed stenographer to the 1st vice-president of the railway, Mr. T. J. Potter.

MR. C. E. McPHERSON, city passenger agent of the Canadian Pacific at Montreal, who ably filled Mr. Callaway's place during the latter's absence, will return to his post at Montreal after a two days' trip west.

THE many friends of Mr. Philip J. Slatter, city passenger agent of the Grand Trunk in this city, express deep sympathy with him in the affliction which has come upon him by the death of his wife, who breathed her last on the 15th inst.

MR. C. W. HODDER, night operator M. C. R. at Deans, has been appointed to the Weland office, vice Mr. D. F. Hayner, transferred to Fletcher; and Mr. J. N. Silcox, night operator at Shedden, has been appointed agent at Kingmill.

A CIRCULAR signed by General Manager Hickson states that Mr. T. B. Hawson has resigned the position of Traffic Auditor of the Grand Trunk, and is succeeded in that office by Mr. J. T. Walker, pro tem. This change took effect from the 25th ultimo.

A circular, signed by Mr. W. R. Baker, general superintendent of the Manitoba & North-western Railway Company, announces the following:—Mr. T. A. Summerskill has been appointed master mechanic in place of Mr. R. H. Gilmour, resigned. Mr. G. W. Mathieson, heretofore acting storekeeper, is confirmed in the appointment from the 1st of July last.

MR. E. S. HILL, chief clerk of the C. P. R. passenger audit office, Winnipeg, having resigned his position, the company has decided to remove the office to Montreal, the reason given being that the work can be much more satisfactorily and cheaply done there than in Winnipeg. The three assistant clerks of the department will be transferred to that city. Pending the change, Mr. J. D. Henderson, chief of the accountant's office, will supervise the work.

PRESIDENT PULLMAN, of the Palace Car Company, has always been noted for his keen perception of the wishes of his patrons and the promptitude with which he has supplied their demands. He has just returned from Europe, and will at once apply himself to the task of devising a means of lighting his cars with electricity. He has secured the services of an expert electrician, and will spare nothing in order to bring about success in his undertaking.

MR. W. H. LEE, late superintendent of the Fidelity and Casualty Co., of N. Y., has returned from a trip to Europe to associate himself with the Guarantee Co., of North America. Mr. Lee's abilities and experience in this line of insurance are well known, and during his long connection with the Fidelity Co. he succeeded in organizing and conducting the business of his department with credit to himself and profit to the company. It is understood that he disapproved of large risks on bonds for Administrators, Trustees &c., claiming that they are not the objects of genuine Fidelity Insurance, and unsafe;—hence his change to another company not transacting that class of business.

MR. S. HATTARIN, "a gentleman of Japan," who came out in a C. P. R. steamer and crossed the continent on the C. P. Railway, speaks very highly of the route. On being asked at Montreal as to his idea of possible trade with Canada owing to the completion of the Pacific line, he said that the prospects were as good in a comparative sense as those of the United States, as the manufactures and products of the two countries were largely the same. The issue rested purely on the communications and the enterprise of merchants. "I see," said Mr. Hattarin, "that your people have already imported a great deal of Japanese armor and ornaments. I noticed that at the wharf while the steamer was there. The customs officers hardly seemed to know what it was. Trade with Canada has to be pushed, and I do not see why it should not be made as good as that with the United States if you want."

Construction.

THE branch line of the Canadian Pacific to Wingham has been completed and opened for traffic. This line will add not a little to the importance of the town.

THE claim of the Canadian Pacific against the government for allowance on the government constructed part of the line in British Columbia may be submitted to arbitration, in which case Mr. C. C. Gregory, of Nova Scotia, will, it is expected by the government arbitrator. The specifications, it is claimed, allowed the construction of a line below the standard which the Canadian Pacific had a right to expect in taking over the road.

THE Calgary Herald says:—With the commencement of work on the Alberta & Athabasca Railway the monopoly question will present itself with full force to Southern Alberta. Already there is a strong feeling on the subject and it is hardly possible that the people will bear with the monopoly for thirteen long years. Of course the C. P. R. are not to be blamed for holding the government to their contract, but probably the syndicate will not hold the monopoly clause so high when Manitoba has secured her rights in regard to disallowance and the government may then negotiate for the release of the North-West from the obnoxious bond.

THE Qu'Appelle *Vidette* says a special meeting of the shareholders and directors of the Wood Mountain and Qu'Appelle Railway Company was held on August 1st and 2nd, at which effect was given to the arrangements made some time since looking to the construction of the road. The *Vidette* learns that some changes have been made in the personnel of the directorate, and that the board is empowered to issue bonds for the portion under contract to be built this season. Material is now being purchased and operations will be in full blast in a few days. The intention is said to be to hire men and teams at Fort Qu'Appelle, if they can be had in preference to importing them.

MR. J. C. BAILEY, late chief engineer Northern & Pacific Junction Railway Company, says the survey of the Nipissing & James Bay Railway will commence this fall. He states that it is the intention of the directors of the latter to build a line from North Bay to Lake Temiscamingue next summer. Its point of departure will be North Bay, instead of Nipissing Junction, as formerly announced. It will follow the valley of the Chippewa Creek to a point north of Trout Lake, whence it will proceed due north to Lake Temiscamingue. This road, Mr. Bailey believes, will traverse one of the finest tracts of agricultural and mineral lands now remaining in the hands of the Ontario Government.

THE Grand Trunk Railway Company are carrying on work in this city to protect their track near High Park from the encroachments of the lake. Within a couple of hundred yards of the junction of King and Queen Streets there is a high bluff of land, the precipitous side of which is being constantly washed away, and to prevent this the railway authorities have a gang of men with a small donkey engine engaged in putting in piles in the water a short distance from the shore. The piles will be strengthened by shore girders and the space inside will be filled with stone and earth. When the work is completed and the bank levelled off there will be no danger of any further washing away.

SPEAKING of the new Kingston & Pembroke buildings the Kingston *News* says:—A walk through the new buildings shows that they compare favorably with any similar railway quarters either east or west of Kingston, as far as Montreal or Toronto. On the first floor of the building is the room for freight, and next to it is the general freight office, which contains a large walnut desk and counter. The windows are of colored glass, and a large vault is in the wall. On the upper flat are the offices of the superintendent, the assistant superintendent and the secretary. Every office is heated with hot water. In the office of the assistant superintendent, Mr. J. Taylor, telegraph operator, will sit and send messages to all the stations along the line. The secretary's office is the best finished one of the lot. The walls are cherry finished, and the ceiling has a linen panel finish. In the general office, Mr. Conway's quarters, and the office of the secretary, there are large vaults. The contractors were: