

fection as possible. The aisles are carpeted with Brussels, & linoleum covers the floor in the smoking compartment. The closets are self-flushing & separate lavatories are provided for ladies. The cars are heated by steam, & the ventilating arrangements are ample & satisfactory. The tout ensemble of these handsome coaches is one of elegance & everything about them wears an air of ease & comfort. Two of the coaches have been put on the Montreal-Toronto run, one on the Ottawa line, one on the Massena Springs branch & one on the eastern division between Montreal & Island Pond.

Safety Appliances Time Extension.

The time fixed by the U.S. Interstate Commerce Commission for the expiration of the period in which railways may equip their cars with couplers & brakes is Aug. 1, 1900, being an extension of 7 months. One of the arguments presented by the railways in making their request for an extension was the fact that every car that can possibly be of use in freight service is now running. With every road overrun with freight, as is the case at present, it is an injury to shippers to send to the shop even a single car unless repairs are absolutely necessary. Facts were also presented showing the pressure of orders on the manufacturers of couplers. The shops are well filled with orders for couplers & brakes to supply the 100,000 cars which are now being built, & this alone taxes their capacity. The decision of the Commission, prepared by Mr. Prouty, admits the claims of the railways, but remarks that some roads, including 3 or 4 important ones, have not tried to comply with the law. Taking the roads as a whole, however, the conclusion is reached that if as much progress is made during the next 6 months as has been made during the last 6 substantially all of the cars used in interstate commerce will be equipped with couplers. Mr. Prouty doubts the claims of some roads which say that they cannot get material fast enough; he seems to think that the trouble is due to their insistence on one particular make of coupler. He also refuses to admit that delay will be caused by the difficulty of getting cars home. The Louisville & Nashville equipped 4,000 cars in 6 months, & others ought to be able to do as well. The Erie asked for an extension of time for itself & for all other roads doing interstate business. The Commission doubts the propriety of granting relief to a road which is too indifferent to ask for it, but, as a just course toward such roads might injure others not at fault, it was finally decided to

grant a general extension. The existence of large numbers of cars that have M.C.B. couplers which, by reason of defective unlocking devices, do not comply with the law, is mentioned as a reason for not extending the time. Fifty-one roads had on Dec. 1 equipped more than 95% of their cars with automatic couplers.—*Railroad Gazette*.

RAILWAY APPOINTMENTS, Etc.

Alberta Railway & Coal Co.—As foreshadowed in our Nov. issue, P. L. Naismith, formerly Superintendent of Railway & Shipping for the Sydney & Louisburg Ry., has been appointed Manager of the A. R. & C. Co., & of the Great Falls & Canada Ry. Co., succeeding W. D. Barclay, who resigned some time ago. President Galt has issued a circular announcing the appointment as taking effect Jan. 1.

C.P.R.—J. T. Arundel has been appointed Car Service Agent of the Western Division, vice A. Allan, assigned to other important duties in the General Superintendent's Office.

R. Barnwell has been appointed Fuel Clerk of the Western Division, with office at Winnipeg, & returns & communications about the handling & distribution of fuel, formerly addressed to the Car Service Agent, will hereafter be sent to the Fuel Clerk.

Central Vermont.—C. E. Fuller having resigned, W. Hassman has been appointed Superintendent of Motive Power. Office at St. Albans, Vt. There is no truth in the report which has been going the rounds of the press stating that W. D. Robb, Master Mechanic of the G.T.R. at Toronto, has received an appointment on the C.V.

J. N. Clark, Traffic Representative at St. Alban's, Vt., has been transferred to Montreal.

Chicago & Grand Trunk.—See under head of "C. & G. T. Finances," page 5.

Dominion Atlantic.—On Jan. 1 the following changes were made:—W. Fraser, General Freight Agent, to be Assistant Superintendent, with headquarters at Kentville. F. G. J. Comeau, Station Master at Yarmouth, to be General Freight Agent, with headquarters at Halifax. D. McLellan, Ticket Agent at Annapolis, to succeed Mr. Comeau as Station Master at Yarmouth. F. H. Armstrong, Acting General Passenger Agent, to be General Passenger Agent, with headquarters at Kentville.

Grand Trunk.—C. H. Bevington has been appointed Trainmaster, 3rd district, and 2nd district between Island Pond, Vt., and Richmond, Que. Office, Island Pond, Vt.

X. H. Cornell, heretofore Chief Train Dispatcher of the 26th district, has been appointed Trainmaster 4th and 5th districts, also 2nd district between Montreal and Richmond, Vt., vice R. P. Dalton transferred to Western Division. Office, Bonaventure Station, Montreal. The office of Superintendent of Montreal Terminals is abolished.

R. P. Dalton, heretofore Trainmaster at Montreal, has been appointed to a similar position on the 26th district, including Battle Creek and Nichols yards & stations. W. J. Stinson has been appointed Chief Train Dispatcher of the 26th district, succeeding X. H. Cornell, promoted to be Trainmaster at Montreal.

W. Aird, Master Mechanic in charge of the Montreal work shops, having retired on account of advancing years, has been succeeded by A. G. Elvin.

T. McHattie, heretofore Acting Master Mechanic for the Eastern Division, has been appointed Master Mechanic for the Eastern Division, with headquarters at Montreal.

S. Walker, for 17 years Foreman at the Point St. Charles shops, has been appointed General Foreman of the Dominion Bridge Co.'s works at Lachine.

D. E. Carruthers has been appointed Contracting Freight Agent at Quebec.

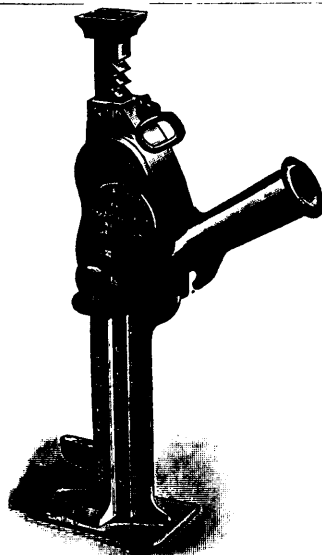
A press report stating that Jas. Kane, heretofore Roadmaster over the North Hastings division, has been transferred to Belleville is incorrect. No person of that name has been Roadmaster on the division named.

Lake Erie & Detroit River.—E. A. Drake has been appointed Travelling Freight & Passenger Agent, vice L. E. Tillson assigned to other duties. Office at Chatham, Ont.

New York Central & Hudson River.—The following appointments took effect Jan. 1:—E. J. Richards to be Chief Assistant General Passenger Agent, with office at Grand Central Station, N.Y.; F. J. Wolfe to be Assistant General Passenger Agent, with office at Grand Central Station; W. M. Skinner to be Acting General Baggage Agent, with office at Albany, vice F. J. Wolfe, promoted; A. E. Brainard to be General Agent Passenger Department, with office at Albany, vice F. J. Wolfe, promoted.

Northern Pacific.—J. O. McMullen, Travelling Freight Agent on the Western Division, has been appointed General Agent of the Co. at Vancouver, B.C.

Spokane Falls & Northern.—Jas. N. Hill has been elected President, vice J. J. Hill resigned. F. W. Bobbett has been elected Vice-President, vice C. Shields resigned to accept service with the Virginia & Southwestern Ry. F. S. Forest has been appointed Superintendent



The Barrett Track Jack....

Recommended as a Standard by the
Roadmasters' Association of America.

These Jacks are made with Malleable Iron Frames, Steel Pawls, Machinery Steel Bearings and Pivots, forged Steel Rack. The wearing parts are removable and readily renewable at slight expense. The rectangular base gives great lifting strength and fits into close quarters better than other shaped stands. Adaptable to either high or low set loads.

The Barrett Jack is the safest, best and strongest known to the railroad world to-day.

Lifting Capacity 10 to 15 tons.

For Catalogue and Price List apply to

THE DUFF MANUFAC. CO.,

Marion and Martin Avenues, Allegheny, Pa.

Stock carried by **JAMES COOPER, Agent,**
299 St. James St., MONTREAL.

Edward L. Drewry

**REDWOOD
BREWERY,**

Winnipeg, Manitoba

Fine

ALES, EXTRA PORTER

... AND ...

PREMIUM LAGER.

Most Extensive and Complete Brewery
and Malthouses in Western Canada.

CHOICE MALT FOR SALE.

Manufacturer of the Celebrated

Golden Key Brand **AERATED WATERS.**