

Personal.

MR. B. D. WEBSTER is appointed general Eastern agent of the Canadian Pacific despatch freight at Boston.

AN old Irishman who had worked for the Milwaukee and St. Paul Railway Company for many years, when hearing of Mr. Mitchell's death, without any intention of being facetious, said: "Ar' so the old man is dead. Heaven rest his soul. If he has as much influence with St. Peter as he had with St. Paul he's all right."

MR. JNO. WHITTLE, A. G. P. A., Lehigh Valley R. R., Sayre, Pa., died in California on 9th inst., where he had gone for the benefit of his health. The remains were returned to Cayuga, N. Y., his former residence, for burial, and the funeral on 18th was attended by representative officials of the L. V. R. R. and many connecting lines. The deceased was an efficient and much respected officer, and his loss will be deeply felt by all over whom he presided.

A circular from Mr. Van Horne, vice-president of the C. P. R., announces the following appointments, to take effect on the 1st of June, proximo: Mr. I. G. Ogden to be controller and to have general supervision over the accounts of the company in all departments. Mr. H. L. Penny to be auditor of disbursements and to have immediate charge of the general accounts of the company. Mr. Chas. J. Flanagan to be auditor of freight and telegraph receipts. Mr. Jno. H. Shearing to be auditor of passenger receipts.

Construction.

THE WINDSOR ELECTRIC RAILWAY COMPANY will soon commence relaying the track with new rails.

WORK has been resumed on the New Brunswick road. Tracklaying is in progress from Cocaigne. The line will be 32 miles long.

THE MANITOBA RAILWAY COMPANY, in order to hasten the work of construction on their line, will make use of the electric light to work in the night.

THE survey of the Gatineau Valley Railway will be concluded within two weeks, when Mr. H. J. Beemer will be in Ottawa to direct the commencement of construction.

IT is stated that the Canadian Pacific Railway Company have decided to expend between \$1,500,000 and \$2,000,000 on the mountain sections of the line, widening cuttings, building snow-sheds, etc.

THE Grand Trunk Railway Company have not adequate side tracks for their rapidly increasing business in London, Ont., and are laying several thousand feet of switching in the east end of the city.

THE jubilee celebration in London was joined with a great railway demonstration in

honor of the entry into the city of the Michigan Central and Canadian Pacific railways. The affair lasted over two days and was a grand success. It comes too late in the month to be spoken of at length in this issue.

ARRANGEMENTS are being made for building an extension of the Canada Atlantic Road from La Colle, Quebec, to Allburgh Springs, Vt. Only twelve miles of track are required to complete the link, which gives direct communication between Ottawa and the New England system. The estimated cost is \$150,000.

MANAGER TURNER, of the Vandepoele Electric Railway System, Detroit, has contracted to put in the largest plant for an electric railway in St. Catharines, yet built. The road is to be six miles long, and will take ten motors of 15 horse-power each to run it. The apparatus will cost \$82,000 and the complete rail road \$100,000.

THE Grand Trunk having succeeded in preventing the incorporation of the South-Western Railway from the south side of the Lachine Bridge to Beauharnois, and so on to Dundee, are expected to go on with the construction of their line to Beauharnois and Valleyfield, chartered by the Local Legislature of Quebec. A despatch from Montreal states that the Canadian Pacific will begin at once to construct a branch to Beauharnois on an old charter, probably the Great Eastern.

THE *Toronto World* says:—A report was in circulation yesterday to the effect that the Canadian Pacific Railway was about to proceed with the erection of a new passenger depot. The truth is that the company has been for some time past quietly securing the property on the water front between York and Yonge Streets, and they do not expect to have possession of all the land they need for another year. The exact site of the new station will not be decided until then, nor has anything been done in regard to the proportions and probable cost of the building.

THE work on the International of Maine Division of the Canadian Pacific is proceeding rapidly under the able direction of Mr. James Ross, manager of construction. The line is being built from Holey, Me., to Mattawamkeag, Me., where connection will be made with the Maine Central. The total distance is 128 miles. The following is the list of contractors having charge of sections of construction with the length of line allotted to each: Luke Madigan, of Mount Forest, 24 miles; Stoers, Askwith & Co., Ottawa, 17 miles; Wm. McKenzie, Kirkfield, Ont., 22½ miles; D. D. Mann, Winnipeg, 31 miles; Angus Sinclair, Chatham, 23½ miles; James A. Gordon & Son, Sherbrooke, P.Q., 10 miles.

A proposition has been submitted to Mr. Daly, M.P., through Mr. Andrew Allan, of Montreal, agreeing to build the Saskatchewan & Western Railway between Rapid City and Brandon this year, provided the North-West Central removed their starting point to Virden or any other place west of Brandon. The Saskatchewan and Western Road is applying this season to confirm its local act, declaring

it to be for the general advantage of Canada. Mr. Daly has so far opposed the legislation, as it will tend to permit occupation of the territory of the North-West Central. The Mayor of Brandon has been telegraphed to hold a public meeting in order to consider the matter and to instruct Mr. Daly as to what course he should pursue in the interest of the constituency. A member of the Clewew synchate states that fifty miles of the road will be built this year and that the contract has been signed.

A despatch from Winnipeg, dated May 27th, says:—A deputation from Southern Manitoba interviewed Mr. Van Horne. Their object was to urge the extension of branch lines in Southern Manitoba. Mr. Van Horne received them very courteously, and said the agitation here did the Canadian Pacific Railway a great injury, and rendered it impossible to raise money except upon the personal efforts of the directors. He said Sir George Stephen and Sir Donald Smith had practically put their hands in their own pockets to build branch lines in Manitoba. He spoke of the feeling between the province and Sir George and Sir Donald, and expressed the hope that as time passed all breaches would be healed and harmony would once more prevail. He promised to communicate with the deputation in a few days in regard to the intention of the company. The deputation withdrew, much pleased with the interview.

A letter from St. Johns, Nfld., to the *Montreal Gazette* says:—The ancient French capital will ere long be connected by rail with St. Johns. The present railway between the capital and Harbor Grace, at one point comes within twenty-six miles of Placentia, and, as I mentioned in previous letters, the government decided last year to commence a branch railway to Placentia, as being one of the most useful public works on which the destitute people could be employed. The work was prosecuted during last fall and winter with great vigor, from 1,500 to 2,000 men being employed on it. Resolutions approving of the action of the government in this matter, and in favor of the completion of the work, were recently submitted to the house of assembly, and adopted almost unanimously, only two members voting against them. Placentia is but thirty hours' steaming from Louisburg, a harbor that is open throughout the winter. Were this railway completed, and a line of steamers placed on the route to Louisburg, and were the continental system of railways extended to that place, as I believe will shortly be the case, we should then have a mail route by which our communication with the outside world would be quickened and improved. Instead of a fortnightly mail we might have one twice a week. It would also be a favorite travel route. It is not thought there would be any greater difficulty in keeping open the communication during winter than there is at present via Halifax and St. Johns. This branch line of railway will open up a considerable extent of cultivable land. The facilities for construction are so great that the cost is expected not to exceed \$10,000 per mile.