

## Personal.

MR. JAR. YOUNG, who has been with the Chicago & North-Western, under Mr. Jno. Morley, has been promoted to the Chicago office.

MR. J. TUNNING, formerly with Mr. P. J. Slatter, City Passenger Agent of the Grand Trunk for four years, is now with the Chicago, Rock Island and Pacific Railway, Toronto.

MR. J. THOMPSON, who has been with the Chicago, Rock Island & Pacific Railway for some years, is now Travelling, Passenger and Freight agent of the Canadian Pacific, with head quarters at Chicago.

MR. S. R. CALLAWAY, late general manager Union Pacific Railway, was elected yesterday to the presidency of the Toledo, St. Louis and Kansas City Railroad, President J. M. Quigley resigning. Mr. Quigley's resignation was accepted by his brother directors only at his own urgent request. Mr. Callaway, his successor, is his close personal friend and it was to gain for the company the valuable services of the Union Pacific veteran that Mr. Quigley insisted on vacating the presidency.

Mr. Callaway was in the railroad service for 21 years before he became vice-president and general manager of the Union Pacific. He has had a wide experience, among the lines with which he has been identified being the Grand Trunk, the Detroit and Milwaukee, the Detroit and Bay City, the Chicago and Western Indiana, the Detroit, Grand Haven and Milwaukee, and the Detroit and South Lyons. He has an intimate acquaintance with every Western interest and is noted among railway managers as a "hustler."—*N. Y. Times*.

"OLD GREAT WESTERN," writing to the *Mail*, regarding the late Harry Donnelly, who was killed in the railway accident at St. Thomas, says:—My acquaintance with Mr. Donnelly began 17 years ago, and for 13 years I was more or less associated with him in our different duties. I can safely say that in those years I never saw him the worse of liquor. For 32 years or more he had been a trusted servant of the company, having been one of the Old Country drivers brought to this country by the management when the road was under construction, and up to the time of his death he was in charge of one of the most important trains on the main line. In the Old Country Harry Donnelly had more than once been the engineer in charge of the Royal train with her Majesty on board. In this country when her daughter, the Princess Louise, was with us, Donnelly was the one told off for duty on the train the Princess and the Governor-General had at their disposal over the whole Great Western system. Whenever they went he went with them. A man with such a record was not likely to have been a drinking man, nor one who would be blinded by drink while on duty, as some of the St. Thomas papers insinuate and state he was at the time of the terrible accident. As one who knew him well, I cannot let the occasion pass without saying this tribute to his memory and character.

## Construction.

TRACK-LAYING on the St. Catharines & Niagara Central is rapidly proceeding. The bridge across the canal will cost \$33,000.

AN effort will be made to effect an extension of the Bay of Quinte Railway to Picton and ultimately to Milford and South Bay.

THE Toledo, St. Louis & Kansas City, a narrow gauge road extending from Toledo to Frankfort, Ind., 206 miles, is being widened to standard gauge.

MR. H. SUTHERLAND, president of the Hudson Bay Railway, estimates the cost of the line, including improvements at the terminal points and elevators, will be \$16,000,000.

It is understood that the Canada Atlantic has completed the necessary financial arrangements for bridging the St. Lawrence at Coteau, and the work will be proceeded with immediately.

IN an interview with Mr. Robinson, M.P.P. for Woodland, Mr. Hugh Sutherland, president of the Hudson Bay Railway, is reported as stating that he expected to be able to float the scheme in England this summer. These statements are given for what they are worth, for there is no way of ascertaining the actual truth of the matter.

A bold scheme of engineering is that of tunnelling the Rocky Mountains under one of their highest peaks for a distance of 25,000 feet or nearly five miles. It is claimed that this work if accomplished would shorten the distance between Denver and Salt Lake City nearly 300 miles, and it is asserted that considerable capital has been raised in England for the undertaking.

THE *Railway World* says:—The most important bridge now in course of construction in this country is the much talked of bridge at Poughkeepsie on the Hudson; the east shore cantilever of which is completed and in place. The engineer's schedule shows that one-half of the entire bridge will be completed by the middle of November, or that part from Pier 3 in the river to the west anchorage pier on the hill on the west shore. The false work now between Piers 2 and 3 is 100 feet in height, and this week the highest traveller in the world is to be placed upon it for the erection of the truss and cantilever in the river. This traveller will be 96 feet high, 55 feet wide, and will contain 85,000 feet of lumber. Two Westinghouse engines will be placed in the centre of the false work to hoist the heavy steel and iron sections, and the traveller located on rails will move the sections along to place.

A despatch from Windsor, dated 9th September, says:—At the general meeting of stockholders of the Lake Erie, Essex and Detroit River Railway Company, held at the offices of the company here on Thursday, September 8th, the following gentlemen were elected directors:—Messrs. Hiram Walker, John Coventry, M.D., Willard Parker, E. Chandler Walker, Merrill Walker and Thomas Reid. At a subsequent meeting of the directors Mr. Hiram Walker was elected president

and Dr. Coventry, vice-president. This is the railroad for which the Dominion Government granted the very liberal bonus of \$118,000. It is to be about thirty miles long, and to run south from Windsor or Walkerville to the village of Harrow, in Colchester South, and thence east through Kingsville to Ruthven. It is believed that it will be of great benefit to the townships of Colchester and Gosfield. The surveys have been made, and the right of way has been bought. The proposed railroad will undoubtedly prove a great boon to Essex County.

THE *Peterborough Times* says:—The portion of the old Cobourg railway between Peterborough and Chemong Lake, nine miles in length, is to be utilized at once, the property having fallen into the hands of the Grand Trunk. Engineers are now at work making an estimate of the cost of re-opening this line. The Grand Trunk authorities are very reticent about the matter, but enough is known to warrant the statement that the Mud Lake Branch will be operated next season, and that in the meantime the road will be pushed through to Bobcaygeon, and thence on to form a junction with the road to Sault Ste. Marie and the main line of the C. P. R. crossing the Victoria Railway at a point not far from Fenelon Falls. The old charter under which the Cobourg Company were to build a road to Bobcaygeon and Fenelon Falls fifteen years ago, will doubtless be utilized until a bill can be put through parliament authorizing the constitution of this railway. By reference to the map it will be seen that Peterborough is on a straight line between Sault Ste. Marie and Montreal, so that it will mean a great deal to this prosperous town, which ought in the very near future merge into a good-sized and thriving city.

## Canadian Courtesy.

A CORRESPONDENT of the *Railway Service Gazette* writes: "I think the Canadians are more polite and obliging than our people. I bought some stamps in the St. John's post-office and tendered a five dollar bill. The post-master expressed regret that he did not have change. He said that if I would pardon him and kindly wait he would go out and get the bill changed. He had no clerk to send, and he actually locked up the post-office and went around the block and procured the change. At the express office the agent was starting to the railroad station to meet the only train that day for New York. He expressed deep regret that he could not wait for the parcel I wished to send. He said, however, that after I got it sealed and addressed, his son would run with it to the station, if in time he would forward it. The young man waited until I had sealed the package; he then locked the express office, and the last I saw of him he was moving his legs in a very impetuous manner in the direction of the railroad station. I fear that two such acts of courtesy would hardly be met with in one day by a stranger in a United States town. Is it because we are such a busy people that we think we have not time to be courteous and obliging?"