

the erecting shop at Montreal, has resulted in the following changes among the foremen: Foreman of erecting shop, J. Farrar; assistant pro tem, R. Cowan; foreman of machine shop, J. Millington; assistant, F. Dalrymple; foreman of wheel shop, A. W. Dutton.

A recent daily press item stated that Dr. R. A. Towns, of Sarnia, Ont., had been appointed Medical Adviser to the Western division of the G.T.R. We are officially informed that there is no truth whatever in the statement.

It is understood that G. B. Reeve, General Traffic Manager of the G.T.R. system & of the Central Vermont Ry., will resign his positions, to take effect at the end of April, & that he will reside in California in future. No announcement has been made as to who will succeed him.

Great Northwest Central.—L. A. Hamilton, Land Commissioner of the C.P.R., has been also appointed Land Commissioner for this Co., whose line is being leased to the C.P.R. in perpetuity.

Michigan Central.—E. D. Bronner, heretofore Assistant Superintendent of Motive Power & Equipment, has been appointed Superintendent of the same, succeeding Robt. Miller, who has been in the Co.'s service since 1876, occupying the positions of Master Car Builder, Assistant General Superintendent, General Superintendent, & Superintendent of Motive Power & Equipment.

Northern Pacific.—G. W. Hardisty has been appointed District Freight & Passenger Agent at Montreal, succeeding T. Henry, who has entered the service of the R. & O.N. Co.

Pullman Co.—In the amalgamation of the Pullman Palace Car Co. & the Wagner Car Co. the corporate name has been changed to the Pullman Co. The Pullman staff in Canada has been retained in its entirety; the office & staff of the Wagner Co. at Montreal has been abolished, & the former Wagner Superintendent & Assistant Superintendent have been assigned to other duties in the Pullman Co.'s service. Division Superintendent J. S. Merrill, New York, has jurisdiction over the Pullman lines in Canada, & the Division Superintendent at Montreal has supervision of all Pullman lines in Canada, taking in the Grand Trunk, Canada Atlantic, & joint lines running over the C.P.R. on which Pullman cars are run, & also of the lines running into Montreal & Toronto from New York & Boston. The officials at the Montreal office are W. A. Ritchie, District Superintendent; G. A. Temple, Assistant District Superintendent; W. B. Fisher, Receiving Cashier. The agency at Toronto hitherto held by a G.T.R. official, was filled by the appointment of T. B. Montgomery, who has, however, resigned to take a commercial position in Chicago & has been succeeded by M. C. Dawson, formerly Wagner Superintendent at Montreal.

H. M. Pflager, heretofore Chief Mechanical Inspector, has been appointed Mechanical Superintendent, with headquarters at Chicago, Ill.

White Pass & Yukon.—J. R. Van Cleve, has been appointed Master Mechanic. He has been Master Mechanic of the Great Northern at Kalispell, Mont.

Mainly About People.

Sir Wm. Van Horne spent most of Feb. in Cuba.

C. R. Mackenzie, for many years Superintendent of the Shedden Co. at Toronto, died there Feb. 5.

E. J. Coyle, Assistant General Passenger Agent of the C.P.R. at Vancouver, has been enjoying a holiday trip in the east.

D. D. Mann, of Mackenzie, Mann & Co., has bought 166 St. George St., Toronto, & will remove there from Montreal in the spring.

W. R. Baker, General Manager of the Manitoba & Northwestern Ry., is spending some time in England, accompanied by Mrs. Baker.

A. G. Blair, jr., eldest son of the Minister of Railways, was married at St. John, N.B., Jan. 17, to a daughter of Dr. Holden, of that city.

Mrs. T. G. Shaughnessy gave a brilliant ball at the Place Viger Hotel, Montreal, Jan. 16, for her daughter, who is one of this year's debutantes.

C. S. Proctor, Travelling Passenger Agent of the G.T.R. at Toronto, was married at Collingwood, Ont., Feb. 14, to a daughter of Capt. Campbell.

J. R. Cowans, General Manager of the Cumberland Ry. & Coal Co. of N.S., was married in Montreal, Jan. 31, to Miss McLeod, of Springhill, N.S.

Mrs. G. B. Reeve, of Montreal, wife of the General Traffic Manager of the G.T.R., left on Feb. 16 for California, accompanied by her children, to spend the winter there.

G. E. Tuckett, President of the G. E. Tuckett & Son Co., tobacco manufacturers, Hamilton, Ont., who died there Feb. 19, was also President of the Hamilton Steamboat Co.

R. Marpole, General Superintendent of the Pacific Division of the C.P.R., spent Feb. in California, accompanied by his two sons, enjoying the first holiday he has had for many years.

G. Simpson, Assistant Engineer of the Northern Pacific Ry. at Winnipeg, has been appointed Provincial Government Engineer for Manitoba and Chief Clerk of the Public Works Department.

Mr. Ross, formerly of the Anglo-American Telegraph Co. at St. Pierre, and latterly for a number of years Manager of the Panama Telegraph Co. at St. Thomas, W.I., died Jan. 14 at St. Kits, of dropsy.

G. C. Cunningham, General Manager of the Central London Ry., & formerly Manager of the Montreal Street Ry., has joined the Advisory Committee of the Tramway & Light Railways Exhibition, to be held in England shortly.

J. A. Cuttle, who was appointed temporarily as manager of the Montreal Transportation Co., succeeding D. G. Thomson, has been confirmed in the position. A. Kingman & B. McLennan have been appointed directors to fill vacancies on the board caused by deaths.

J. C. Moorehead, formerly Assistant Superintendent of the Michigan Central, has been appointed General Manager of the Ohio division of the Erie R.R., with headquarters at Cleveland, Ohio. He has also been appointed General Manager of the Chicago & Erie R.R.

Jas. Charlton, who recently retired from the position of General Passenger & Ticket Agent of the Chicago & Alton, after more than 28 years' service, was presented with a loving cup on Jan. 30 by the members of the Western Passenger Association at a luncheon given to him in Chicago, & attended by over 30 members of the Association.

It is said that in recognition of the excellent work done by them in connection with the construction of the Columbia & Western Ry., between West Robson & Midway, B.C., the C.P.R. Co. has liberally bonused the engineering staff, Chief Engineer & Manager of Construction Tye getting \$5,000, Assistant Engineer Sullivan \$1,000, & the divisional engineers \$500 each.

F. G. Jonah has been appointed engineer in charge of maintenance of way of the Chicago & Alton Ry., at Chicago. He was born at Moncton, N.B., in 1864, and entered the Chief Engineer's office of the Intercolonial Ry. in 1882. He was at first assigned to office duties, but subsequently acted as chainman, rodman, etc., on surveys of various

branch lines. He served in the maintenance department until 1887, when he was made Assistant Engineer in charge of the construction of a division of the Oxford & New Glasgow, a branch of the government system in N.S. Upon the completion of this work in 1889, he re-entered the maintenance department of the I.C.R. He became Assistant Engineer of the Merchants Bridge & Terminal Ry. in St. Louis in 1890, & held that position until 1894, when he became Resident Engineer on the St. Louis & Eastern, now the St. Louis, Peoria & Northern. He had charge of building that line between Springfield & Peoria. On the recent absorption of the line by the Illinois Central & the Chicago & Alton, he was transferred to the latter road.

The Niagara Gorge Railway.

G. A. Ricker, who was Chief Engineer of the Niagara Falls & Lewiston Ry., read a paper in June last before the Engineers' Club, of Philadelphia, which contained some very interesting matter. B. Fenton & E. Bennett first proposed to build a steam railway with a gauge of 30 ins., from Prospect Park to the Whirlpool, & the Niagara Falls & Whirlpool Co. was organized. The Co. failed in its efforts to purchase a right of way, & on instituting condemnation proceedings the courts held that it did not meet the requirements of the railway law so as to entitle it to exercise the right of eminent domain. In 1889 Capt. J. M. Brinker, of Buffalo, organized the Niagara Falls & Lewiston R.R. Co., which purchased the stock of the old company. It decided to build a double track standard gauge road to connect with the electric & steam railways entering Niagara Falls & with the ferry at Lewiston. A survey was completed in Sept., 1890, & the right of way bought, the Co. securing the fee of the land. Mr. Schoellkopf, of the Niagara Falls Hydraulic Power & Manufacturing Co., opposed the plan to carry the road along the bank in front of his mills, but was defeated in the courts. He then suggested carrying the line up the high bank into the town, which plan was adopted & the location in front of the mills abandoned. The right of way was very expensive; the total cost is not given, but \$119,000 was paid for Buttery elevator & \$90,000 for the Van Horn & Grand View elevators. Mr. Ricker describes the construction of the road as follows:

"In order that we may better understand the actual operation of building, I will refer briefly to the geology of the Gorge. For our purpose the Gorge may be best considered as made up of three distinct sections; the upper or newly made channel excavated by the constantly receding falls; the middle or original channel, which is of preglacial origin, & the lower or postglacial channel. The characteristics of the typical cross sections of these three channels are widely different. The preglacial section is of least width, & has nearly vertical walls extending almost to the water on the United States side. The postglacial section is wider & has vertical walls to about one-third the depth of the Gorge, & steps down to the water which are covered with debris that has accumulated by regular contribution from the exposed walls above. The new system, which extends southerly from the railroad bridges, is much wider than the preglacial channel & has slopes or tali reaching nearly to the tops of the cliffs. This debris is much deeper than that resting on the steps of the lower channel, & no excavation has as yet been made of sufficient depth to disclose the steps.

"The river is now flowing through the Medina sandstone, which underlies all western New York. The railway at frequent intervals passes through sections of sandstone, & practically all the rock excavation was made in the quartzose belt of this stratum. Above the