

thern Express Co., was recently arrested on a charge of forgery in connection with the express portion of his duties.

W. Campbell, who has been private secretary in Montreal to C. R. Hosmer for many years, will leave there early in Jan. for Winnipeg, having been appointed to a good position in the Ogilvie Flour Mills Co.'s service.

A. J. McLellan, who died at Victoria, B.C., Dec. 1, was one of the contractors on the Pacific division of the C.P.R., and subsequently constructed portions of the Esquimalt and Nanaimo Ry., and the Lenora-Mount Sicker Ry.

Col. J. McNaught, Vice-President, Great Northern Ry. of Canada, is at the head of a syndicate, which press reports state, proposes to construct a railway from Barrios on the Caribbean sea, to San Jose, on the Pacific coast, both in Guatemala.

R. Enman, who was Secretary to J. E. Muhlfeld, when the latter was Superintendent of Machinery and Rolling Stock on the Intercolonial Ry., has left Moncton for Baltimore, Md., to take a similar position with Mr. Muhlfeld on the Baltimore and Ohio Rd.

J. S. Mackenzie, Managing Director of the Winnipeg Electric Power and Light Co., was presented with a gold chain and locket by the Controller's staff, and some other officials of the Toronto Ry. Co., on his leaving Toronto to take up the duties of his new position.

D. B. Hanna, Third Vice-President Canadian Northern Ry., was presented by the staff of the office at Winnipeg with a Crown Derby dinner set on the occasion of his removal to Toronto. Mrs. Hanna and family will remain in Winnipeg until the spring.

A. R. Greig, Chief Draughtsman of the Canada Atlantic Ry., Ottawa, was presented with a gold watch, chain and locket by a number of the employees of the company on his removal to Winnipeg to take a similar position with the Canadian Northern Ry.

F. L. Wanklyn, General Manager Montreal Street Ry. Co., has been elected President of the Quebec Association for the Protection of Fish and Game. C. E. E. Ussher, General Passenger Agent Eastern lines C.P.R., has been elected a member of the committee.

J. U. Shepherd, who is said to have been Purchasing Agent for Mackenzie, Mann & Co., at Winnipeg, Man., has been sued by Miss A. A. Armit, of Fort Frances, Ont., in the Minneapolis, Minn., courts, for \$10,000 damages for breach of promise of marriage.

A. G. Ardagh, who has been appointed Resident Engineer of C.P.R. districts 8 and 9 at Toronto, entered railway service in that Co.'s Divisional Engineer's office at Toronto, in a general capacity, Nov. 12, 1900, and was appointed Resident Engineer Oct. 1, 1902.

J. L. Dixon, on leaving London, Ont., to become manager of the Bell Telephone Co.'s Brantford office, was presented with a gold watch and an address by the staff of the London office, and with a set of Dickens' works by the workers of the First Congregational Church, of which he was Treasurer.

Frank Lee, recently appointed Signal Engineer of the C.P.R. at Montreal, graduated from Sheffield-Scientific in 1894, and was employed for two years in engineering work for the British government colonial railways in Trinidad. He resigned from the engineering department of the Chicago and Northwestern Ry., after six years' service, to enter the C.P.R. service.

M. J. Haney, Miss Alice Haney and Miss Tandy, who have been residing at Charlotte-town, P.E.I., where Mr. Haney is building the bridge over the Hillsboro' river, since June, returned to Toronto early in Dec. Mr. and Mrs. Haney and two daughters left

Toronto Dec. 22 for a trip round the world, expecting to return to Toronto in May or June next.

At the annual convention of the Brotherhood of Railway Trackmen held in St. Louis, Mo., which closed Dec. 9, the following Canadians were elected to office: First Vice-President, A. B. Love, of Kingston, Ont.; Secretary-Treasurer, C. Boyle, Merrickville, Ont.; R. Ferguson, Port Arthur, Ont., was placed on the Executive Committee.

D. G. Ross, formerly C.P.R. Superintendent at Fort William, Ont., who has been in ill health for some time, expected to be able to resume work last fall, but not having recovered as rapidly as he hoped to do, he has obtained further leave of absence, and has gone to California for the winter. If his health is fully re-established he hopes to resume active service in the spring.

E. T. Horn, formerly of the Intercolonial Ry., who has recently been appointed Assistant to the General Superintendent of the Baltimore and Ohio at Pittsburg, has prepared plans for new yards to be built at Connellsville, Pa. The yards will have a capacity of 2,000 cars, and will contain a sufficient number of tracks to permit the movement of 12 freight trains at one time, whereas only two movements are possible in the present yards.

H. H. Adams, who has been appointed Assistant Superintendent of the Canadian division of the Michigan Central Rd., with office at St. Thomas, Ont., was born at Detroit, Mich., Aug. 13, 1876, and entered railway service July, 1899, as draughtsman on the Michigan Central. After serving in various capacities in the engineering department he was appointed Assistant Chief Engineer, Mar., 1902, and secretary to the General Superintendent, Nov., 1902.

Geo. Collins, heretofore General Superintendent and Secretary of the Central Ontario Ry., who was recently appointed by the Court as Receiver and Manager, was born July 20, 1860, and started his railway service with the Central Ontario in 1882 as a clerk on construction, and has been continuously with this company passing through the various positions of Agent, Train Dispatcher, Secretary and Treasurer, General Superintendent and Secretary, finally becoming the Receiver and Manager.

B. C. Gesner, who has been appointed Air Brake Inspector on the I.C.R., at Stellarton, was born at Cornwallis, N.S., April 23, 1859. He entered railway service as messenger in the mechanical department of the I.C.R., Jan. 23, 1877, since which his record has been: fireman, same road, Mar., 1878, to Oct., 1882; locomotive driver, same road, Oct. 1882, to Sept., 1898; General Air Brake Inspector, same road, Sept., 1898, to Oct. 31, 1901; Master Mechanic at Stellarton, same road, Oct. 31, 1901, to Dec. 16, 1902.

E. N. Bender, General Purchasing Agent, C.P.R., whose portrait appears on the first page of this issue, was born in Quebec, Oct. 3, 1858, and entered railway service in the stores department of the Montreal, Ottawa and Occidental Ry., Hochelaga stores, June 1, 1880 as secretary to the General Store Keeper, since which he has been consecutively: Dec., 1880, to Jan., 1881, Assistant Accountant, stores department same road; Jan., 1881, to June, 1882, Accountant stores department same road; June, 1882, to Sept. 1, 1889, Chief Clerk purchasing department C.P.R., at Montreal; Sept. 1, 1889, to Feb. 6, 1902, Assistant General Purchasing Agent; Feb. 6, 1902, to date General Purchasing Agent.

A. B. Atwater, who has been appointed assistant to President C. M. Hays for the lines of the G.T.R. system west of the Detroit and St. Clair rivers, was born in Sheffield, Ohio, Nov., 1845, and entered railway service 1864 as telegraph operator Cleveland and Erie Ry.,

since which he has been consecutively: Oct., 1865, to June, 1885, in engineering service Jamestown division, same road; resident engineer of construction, Canada Southern Ry.; assistant engineer, Port Dover and Lake Huron Ry.; Chief Engineer, Stratford and Huron Ry.; Superintendent, Port Dover and Lake Huron Ry.; General Superintendent, Georgian Bay and Lake Huron division, G.T.R.; Chief Engineer, Chicago and Grand Trunk Ry.; June, 1885, to July, 1898, Superintendent G.T.R. lines west of Detroit; July, 1898, to July, 1902, Assistant General Superintendent, Michigan Central Rd., at Detroit.

W. R. McInnes, who has been appointed Freight Traffic Manager of the C.P.R. at Montreal, was born June 7, 1867, at Hamilton, Ont., and was educated in England. He entered railway service July, 1884, as a clerk in the purchasing department of the C.P.R., remaining there until Nov., 1885, since which his record has been: Nov., 1885, to Sept., 1886, clerk, Solicitor's office; Sept., 1886, to May, 1887, clerk, General Traffic Manager's office; May, 1887, to Mar., 1896, chief clerk same office; Mar., 1896, to June, 1899, General Agent, freight department C.P.R., and Agent Canadian Pacific Despatch at Chicago, also during same period representative Minneapolis, St. Paul and Sault Ste. Marie Ry., and Duluth, South Shore and Atlantic Ry.; July, 1899, to June, 1901, General Freight Agent, lines west of Lake Superior, June, 1901, to Dec. 31, 1902, Assistant Freight Traffic Manager, lines west of Lake Superior, at Winnipeg.

The commission appointed to gather information on the subject of cattle guards on railways spent a considerable time in visiting different points in Canada and the United States. As a result of their investigations manufacturers are asked to submit their devices to a test with a view of ascertaining if they come up to the requirements of the commissioners. For the practical testing of these devices a stretch of track was laid in one of the buildings at the exhibition grounds, Ottawa, under the superintendence of G. A. Mountain, Chief Engineer of the Canada Atlantic Ry. The particular device to be tested was fixed, and cattle were driven in at one end of the building and then left to find their way out at will. The efficiency of the different devices was thus tested. The result of the labors of the commissioners will be embodied in a report to the Minister of Railways, who promised last session that he would introduce legislation on the subject at the forthcoming session of the Dominion Parliament.

Freight trains on all the great railways have reached such proportions as to length, as well as weight, that the problem of communication between the trainmen has become a serious one. The announcement that a western road is to supply conductors with field glasses and a heliograph outfit for use by the head brakeman and the engineer brings out the suggestion from a Montana paper that while this plan will work on some parts of the line, it will still be necessary to use the long distance telephone on others, as the trains are so long that the curves shut off the view of the engine from the conductor. The heliograph, it is conceded, may work on the plains, where the vision is not obstructed except by occasional blizzards, but for mountain sinuities the trainmen are stated to prefer the far-reaching phone. Still better, perhaps, might be a narrow gauge track on top of the train, on which a light trolley car could rapidly convey the train officials in their business trips between rear and front end. —Railway Age.

G.T.R. shares have been listed on the Amsterdam bourse.