

3, Eastern Division, C.P.R., Que., was born at Wheatland, Que., July 31, 1875, and entered railway service, May 3, 1890, since when he has been, to Aug. 1, 1890, freight clerk, C.P.R., Drummondville, Que.; Aug. 1, 1890, to Jan. 9, 1891, night operator at Foster; Jan. 9, to Aug. 12, 1891, day operator, Richford, Vt.; Aug. 15 to Sept. 26, 1892, night operator at Sutton, Que.; Sept. 26, 1892, to Feb. 8, 1894, night and day operator, Highlands, Que.; Feb. 8 to Aug., 1894, day operator, Richford, Vt.; Aug. to Oct., 1894, relieving agent and operator; Oct., 1894, to May 27, 1895, day operator, Highlands, Que.; May 27, 1895, to Sept. 24, 1901, agent, Highlands, Que.; Sept. 24, 1901, to Nov. 15, 1908, agent, Mile End, Que.; Nov., 1908, to Feb., 1913, General Agent, Operating Department, Quebec, Que.

JOHN MCGRAW, who has been appointed acting Superintendent, Central Vermont Ry., New London, Conn., was born at Craigvale, Ont., Feb. 6, 1868, and entered railway service, Dec. 10, 1883, since when he has been, to March, 1884, relieving operator and agent, Northern and North Western Ry.; Mar., 1884, to June, 1886, agent, same road, Nottawa and Glen Huron, Ont.; June, 1886, to Apr., 1887, agent, same road, Palgrave, Ont.; Apr., 1887, to Nov., 1888, agent, same road, Sundridge, Ont., continuing in the service on the absorption of the N. & N.W.R. by the G.T.R., Feb., 1888; Nov., 1888, to July, 1898, agent, G.T.R., Hagersville, Ont.; July, 1898, to June, 1906, agent, same road, Merritton, Ont.; June, 1906, to Apr., 1907, agent, Central Vermont, Ry., St. Albans, Vt.; Apr. to Aug., 1907, agent, same road, Brattleboro, Vt.; Aug., 1907, to Jan. 29, 1913, General Agent, same road, New London, Conn.

P. J. FLYNN, who has been appointed Terminals Manager, Canadian Northern Ry., G.T. Pacific Ry. and National Transcontinental Ry., Winnipeg Joint Terminals, was born at Fishers, N.Y., Nov. 22, 1872, and entered railway service, Apr. 1, 1888, since when he has been, to Aug. 1, 1891, yard clerk, Lehigh Valley Rd., Buffalo, N. Y.; Aug. 1, 1891, to Apr. 1, 1892, night yardmaster, same road, Buffalo, N.Y.; Apr. 1, 1892, to Jan. 24, 1894, yardmaster, Tift Farm Yards, same road, Buffalo, N.Y.; Jan. 24, 1894, to Nov. 1, 1898, General Yardmaster, same road, Manchester, N.Y.; Nov. 1, 1898, to Apr. 1, 1901, Assistant Trainmaster, Pennsylvania Division, same road; Apr. 1, 1901, to Feb. 1, 1905, General Yardmaster, same road, Savre, Pa.; Feb. 1, to Aug. 1, 1905, General Yardmaster, New York, New Haven and Hartford Ry., Worcester, Mass.; Aug. 1, 1905, to Feb. 1, 1907, General Yardmaster in charge of Terminals, same road, Providence, R.I.; Feb. 1, 1907, to Oct. 1, 1908, General Yardmaster in charge of Terminals, Lehigh Valley Rd., Buffalo, N.Y.; Oct. 1, 1908, to Jan. 1, 1913, Trainmaster, same road, Buffalo, N.Y.

F. C. GAMBLE, who has been elected a Vice President of the Canadian Society of Civil Engineers, was born at Toronto, Oct. 23, 1848, and was educated at Upper Canada College, and by private tuition. He commenced his engineering career on the construction of the Intercolonial Ry. in 1869, and in 1872 was Assistant Engineer on the Great Western Ry., now a part of the G.T.R., and was subsequently appointed Resident Engineer for the contractors on the Prince Edward Island Ry.; and has acted as Assistant Engineer on construction of the Intercolonial Ry., Quebec, Montreal and Ottawa Ry., and Canadian Pacific Ry. In 1880 he was sent to British Columbia as Assistant Engineer on Government work near Yale, and was later transferred to the Dominion Department of Public Works in that province, being appointed Resident Engineer in 1887, resigning in 1897 on his ap-

pointment as Public Works Engineer and Inspector of Dykes for the B. C. Government. In 1911, he was appointed Chief Engineer, and Inspecting Engineer of Railways for the B. C. Government. He has been a member of the society since 1887, and is also a member of the Institute of Civil Engineers, England, and of the American Society of Civil Engineers.

Grand Trunk Pacific Railway Construction for 1913.

A Winnipeg press dispatch, Feb. 14, states that the G.T. Pacific Ry. construction programme includes the pushing of work on the main line. Track is laid from the east Rau Shuswap, 1,123 miles west of Winnipeg, and from the west to 195 miles east of Prince Rupert, B.C. A large amount of grading has been done from the east to 126 miles east of Fort George. Clearing has been done on this 126 miles. From the west grading has been practically completed to the Eudaka River, mileage 341 from Prince Rupert. The grading, bridge build-



A. E. Macdonald,
General Claims Agent, Canadian Northern Railway.

ing, track laying and ballasting will be pushed on as fast as possible.

It is expected to complete the branches into Brandon, Man., Moose Jaw, Weyburn, Battleford, Sask., and Calgary, Alta. The line from Regina to the International Boundary will also be completed. These lines have all been under construction during the past year. No announcement has been made as to what new construction will be entered upon.

Canadian Transfer Co.—The following officers and directors were re-elected for the current year at the recent annual meeting in Montreal:—President, C. Cassils; Directors, H. Paton, G. R. Starke, Sir Montagu Allan, F. W. Molson; General Manager and Secretary, F. M. McRobie.

A deputation waited on the Ontario Government Jan. 16 and urged the extension of the N.C. Ry. to North Timiskaming at the earliest possible date. The district proposed to be served has a population of over 7,000.

C.P.R. Eastern Lines Appropriations.

The appropriations for the work to be carried out on the C.P.R. Eastern Lines during the year have been approved by the President, Sir Thomas Shaughnessy, and will involve an expenditure of about \$16,000,000. This sum will not all be spent on new work, but at least \$10,000,000 will be utilized in completing works which were commenced last summer, including a portion of the new lake shore line, from Glen Tay to Agincourt, Ont., which is expected to be completed this year, the extension from St. John to Farnham Junction, and the Forsythe St. branch at the east end of Montreal.

The majority of the new work for which appropriations have been made is principally double tracking on various parts of the eastern lines, and this will involve the expenditure of nearly \$6,000,000. The main line from Islington to Guelph Junction, Ont., on the London Subdivision will be double tracked for 30 miles, which is necessitated by the increase of traffic and will prove a considerable relief to the depot congestion. It is contemplated to have the work finished by November. On this stretch there are a few small bridges to be built, but none of any great importance. Tenders have been called for, but contracts have not yet been let.

It is proposed to double track portions of the main line between Roxford—the junction between the main line and the Toronto-Sudbury Branch—and Port Arthur, covering about 135 miles. The total distance between those two points is 553 miles. Last summer 75 miles of this line were double tracked at the points which most facilitated operation of traffic. It is intended to eventually double track the whole of this stretch, and when completed it will be a great advantage to the haulage of grain after navigation on the Great Lakes is closed. The intention of the C. P.R. is to carry out the second tracking at various points, so as to facilitate operation of trains. The lightest work will be done first and the heavy work along the north shore of Lake Superior will be completed later on. Surveys are in progress and will be continued. The principal items of heavy work will be due to changes of alignment and grading revisions.

Another important work to be commenced this year is the double tracking of a small stretch of 15 miles between Agincourt and North Toronto. Apart from the work of erecting two steel viaducts over the Don Valley the work on this line is by no means heavy. The other work to be finished this year includes the Interprovincial and James Bay Ry. extension from from Kipawa northerly, grade revision on the Sault Ste. Marie branch from Algoma to Sudbury.

The G.T.R. Has Been Indicted at Buffalo, N.Y., for conspiracy to violate sec. 6 of the Interstate Commerce law, in connection with the transportation of theatrical companies from Detroit to Buffalo, and from Buffalo to Toronto. It is charged that by means of a contract which was ostensibly for advertising on theatre programmes, rates were unreasonably reduced. The contract for 1910-11 called for monthly payments by the G.T.R. of \$300, a sum claimed to be grossly in excess of the true value, the amount of which was reached by deducting ¼c. a mile from the regular published rate. Similar indictments were recently returned against the New York Central Lines, when a plea of guilty was entered and a fine of \$40,000 paid.