

## Personal.

MR. N. A. DANE has been appointed city passenger agent of the New York, Lake Erie & Western Railroad Company, at Buffalo, to succeed Mr. G. E. Allen, resigned. The appointment took effect with the beginning of the year.

MR. D. O. PEASE, travelling passenger agent of the Chicago, Milwaukee & St. Paul Railway has distributed copies of an exceedingly pretty calendar for 1887, which has been published by this railway company. It consists of four cards tied together with ribbon, on each of which is a calendar for three months and a finely executed colored picture representing the four seasons.

MR. A. B. MACKLIN, formerly of the General Passenger and Ticket Department of the Chicago & Alton Railway, has been appointed Canadian Passenger Agent of that system, with head office in Toronto. Mr. Macklin is a Canadian by birth and education, though the greater part of his railway experience has been gained in the United States. He has the Canadian characteristics of perseverance and belief in honest hard work, and his reports to headquarters will doubtless be of the most satisfactory character to the management which has had the judgment to choose him for its representative on this side of the line.

A RECENT issue of the London *Free Press* says:—"A letter was received a day or two ago by one of our citizens from Mrs. F. Faunt, who left this city last May for Periperi, Brazil, where she had formerly lived. Her husband, Mr. F. Faunt, lived here ten or twelve years ago, and was employed in the G. T. R. car-shops. He left here and went to England, and while working there was given a position, by an English company, as foreman in their car-shops in Periperi, Brazil, where he has resided for the last ten or eleven years. Quite a large number of Englishmen and their families went there with him and are doing well. The railroad business is assuming large proportions in Dom Pedro's dominions, and large numbers of cars are turned out at these works."

THE following from the *Way Bill* is a just tribute to one of the best of the younger railway men:—"There is a popular saying that 'success denotes merit,' and when a young man attains a position of prominence in the railroad world the fact should be taken as proof of merit of no ordinary kind in the make-up of one winning such distinction. Such an elevation as that of Mr. Van't Woud to the responsible position of Eastern Representative of the great Canadian Transcontinental Trunk Line argues that his past career has been spent to good purpose. He was born in Wisconsin in 1857, and received a liberal education at Notre Dame, Ind. He became identified with the Indianapolis, Delphi & Chicago Railroad, and for four years acted as foreman of the Bridge Company. In 1881 he was appointed Assistant General Agent of the Royal Netherland Steamship Company for the United States and Canada, and for over three years creditably discharged the duties of that posi-

tion. May 31, 1884, Mr. Van't Woud was appointed Emigration Agent of the Canadian Pacific, and served the company in that capacity until Aug. 1, 1886, when he was appointed Eastern Freight and Passenger Agent."

ONE of the most important business institutions in New York connected with transportation is the World Travel Company, which owes its success, in great measure, to the energy and ability of its secretary and treasurer, of whom we find the following in a biographical sketch in the *Way Bill*, of New York: "To the railroad and steamship companies Mr. Saul is best identified with the American Exchange in Europe (Limited), with which institution he has been connected almost from its first inception in this country, having had entire charge of the transportation and commercial interests of that famous institution here. In the spring of the current year he was unanimously elected treasurer and manager of the World Travel Company, his present position. Mr. Saul has been interested solely with the legitimate ticket and transportation business, and since his connection with the World Travel Co., the tourist element has been considered secondary, it being his ambition to establish for the travelling public a general railroad and steamship representation, where all their wants can be fully and conscientiously supplied, and to the companies an intermediary whereby the respective facilities they offer can be given the public in the manner intended by them, and on a basis fully in accord with the interests of each. Mr. Saul's combination draft and ticket system for the protection and comfort of our immigrants is too well known to need particular comment here. Rumor has it, however, certain of our trunk lines, alive to its peculiar merits, are in negotiation with our young friend, and perhaps the coming year we may be called upon to chronicle a new departure in announcing Mr. Saul's change of base. Mr. Saul is remarkable for his practicability and tenacity of purpose, and an enviable talent for making and retaining friends, a keen eye to business, a magnetism and frankness, two important faculties which make us bespeak a prosperous future for any enterprise he may be identified with."

## Construction.

IT is understood that the C. P. R. have abandoned the idea of building a spur line across the Spray River at the Falls to reach Banff. They intend putting up a magnificent hotel at Banff, one of the finest of that class in America, and they will offer all possible convenience for the conveyance of passengers to the hot springs at Banff, and also extra inducements in the shape of low passenger rates, but they will not build the spur line in the meantime. The hotel they will erect next summer, and it will be offered for sale as soon as the resort warrants that it will do a good business. This is in deference to the fears of other parties at Banff, who were afraid that the C. P. R. intended to create a monopoly at that place.

A MONTREAL exchange says:—"At the request of the City Council the Grand Trunk authorities have agreed to erect an elevated railway from Point St. Charles to their new station in the city. This improvement, so much required, will do away with the level crossing upon which so many fatal accidents have happened in the past.

AN incorporator of the Chicago, Santa Fe & California Railway is reported as saying that it is the purpose of the company to begin at once the construction of a road from Chicago to Kansas City, Mo. He declared that, while the stock was not held by Atchison, Topeka & Santa Fe stockholders exclusively, the road would fall into the control of that company, forming a through line from Chicago to California. He would not state whether the Chicago & St. Louis Road had fallen under the control of the new company.

## Give "The Boys" a Chance.

THE following timely and telling article is from the *Railway Register*. It refers to the United States but the reforms it contends are wanted in Canada:—"More than one-half of the employees in the operating departments of the railroads of this country are from 20 years to 30 years of age. Physically they are the flower of the land.

It should also be remembered that this army of strong-limbed, athletic, active young men is very large. The duties demanded by our modern system of transportation are onerous, and only the vigor of young manhood can successfully perform the tasks.

The strength of the middle aged man will not avail. Both muscle and agility are required. Hence it is that operating departments are full of young men.

Under the most favorable circumstances, injuries and fatalities seem inevitable. Courts of law hold that every man, upon entering the employ of a railway company, voluntarily assumes certain risks of injuries, for which there is no redress.

An article, written by Dr. W. B. Outten, and printed in the *Weekly Medical Review* of this city, is surprising in its revelations. It appears that of all the accidents to employees upon the St. Louis, Iron Mountain & Southern Railway, for six years ending December 31, 1884, 28 per cent. were caused in coupling and uncoupling cars.

Nearly 20 per cent. of all the accidents to employees upon the Missouri Pacific system in 1885, were coupling accidents.

By far the larger part of their injuries occurred in the handling of freight cars.

Now the practical question is, cannot this maiming of the young men upon the railroads be lessened? It certainly is worthy of careful, conscientious thought. It is deserving of agitation.

Some device must be adopted to save the fingers, hands, arms, legs and lives of the stalwart young railroad men."