

## Personal.

JUDGE CLARK, of Cobourg, will accept the position of solicitor of the Canadian Pacific, rendered vacant by the resignation of Hon. J. J. C. Abbott. The salary attached to the position is \$15,000. Judge Clark was head of the Pacific Railway Commission, whose report is one of the most important state papers ever presented to the Canadian Parliament. He has also been chairman of commissions of inquiry in relation to the Intercolonial and other railways. In these several positions he has acquired a deep insight into railway affairs, which, added to a wide reading and great natural ability, make him eminently fit for the position he is to occupy.

MR. GEORGE LAIDLAW has retired from active participation in railway affairs, and devotes his energies to his farm, which is conducted on scientific principles and with the aid of all the best modern appliances. Mr. Laidlaw is writing to the press advocating the establishment of stock fairs under the auspices of the counties. These he believes would bring buyers and sellers together, make prices steadier, and relieve stock farmers of the discouragement under which they now labor of holding stock sales at special seasons at much greater expense than would be involved in the county taking the matter up.

THE *Winnipeg Free Press* says: A number of changes went into effect Tuesday in the local freight office of the C. P. R. Mr. A. Martin, chief clerk, has accepted the position of traffic manager of the Galt road, with headquarters at Lethbridge. Mr. J. H. Longworth, of Portage la Prairie, has been given the position vacated by Mr. Martin, and Mr. Durrant, chief accountant in the Winnipeg office, leaves for the Portage to take the station agency at that point. Mr. James Williams, assistant accountant, has been appointed accountant in the Winnipeg office. Mr. A. Harstone, who has been acting agent at Portage la Prairie, will return to the city and accept a position as clerk in the local freight office.

## Construction.

THE snow sheds in the mountain section of the Canadian Pacific are of an aggregate length of seven miles.

THE Canadian Pacific Railway is now practically finished from Algoma Mills to Sault St. Marie. The men at work on the contract have all returned east.

IT is stated that the company recently formed to build steel tubular car works has decided to locate its works at Christy Park, near McKeesport, Pa. The company has a capital of \$5,000,000 and will build shops to give employment to from 1,000 to 2,000 men.

OFFICIALS of the Manitoba and North-western road who have returned from Montreal say that the line cannot be further extended this fall, though it may be in the spring, and

that the present independent character of the company will be maintained.

MR. JOHN GRAHAM will supply 500,000 bricks to Contractor Davis for the new C. P. R. depot in Montreal. Mr. Graham intends to increase his brickyard next year and turn out 5,000,000 bricks in order to keep fully up with local demand, which he will attend to as usual promptly.

MESSEURS. W. A. ALLAN and A. Charlebois, of Ottawa, have returned from a trip over the North-west Central Railroad. They report the progress made on the road as highly satisfactory. Over thirty miles of the road are graded, and it is expected that fifty miles will be ready for track laying before the winter sets in.

NOTICE is given of application to Parliament to incorporate the Tobique Gypsum and Colonization Railway Company to construct a line from a point on the New Brunswick Railway at Perth Centre, up the St. John and Tobique rivers, with a view to connecting with the proposed Restigouche and Victoria Colonization Railway at or near Nietaux lake.

MR. J. C. BAILEY, C. E., is making exploratory surveys for the Grand Trunk Sault line. He is at present in the district between Milland and Parry Sound. The *Railway Age*, speaking on what information is not known, says that by another year the Grand Trunk will probably compete at the Sault for the grain traffic of the North-West.

THE *Bryson Equity* publishes a rumor that the Pontiac & Pacific Junction Railway is likely to pass into the hands of the Grand Trunk Railway. Railway authorities in Ottawa say there is nothing in the matter, but state that such a deal has been largely talked of by the people in the Pontiac district, who would be glad to see the Grand Trunk in possession.

A NUMBER of new iron snow sheds are being erected on the line of the Intercolonial Railway east of Riviere Du Loup. They are the first of the kind introduced on the road, and as the old ones lose their usefulness they will probably be replaced by iron. The cost is just double the price of the wooden shed, but the new departure will be found to be in the direction of economy in the end, as they will last very much longer.

A CABLE despatch to the *Toronto Mail* says: The scheme of connecting Prince Edward Island with the mainland by a submarine tunnel is attracting much attention in England. The English syndicate's offer to construct the tunnel for a subsidy of £40,000 per annum for fifty years is regarded as reasonable, although doubts are entertained whether the Dominion Government would feel justified in undertaking the expenditure.

THE *New Brunswick Reporter* says:—A great public work that is now engrossing the attention of railway engineers, is the Chignecto Ship Railway. The feasibility of the plan is acknowledged by the chief engineers of the Dominion, and the cost has been estimated to be within \$9,000,000. The Do-

minion Parliament has voted a subsidy toward the work, but the subsidy is not available until the canal is in full operation. The subsidy is \$150,000 for twenty-five years, and if this sum could be available while the work is in progress there would soon be found capitalists to take hold of the matter, but in its present form and when it requires such a large expenditure it is very difficult to find men with sufficient money to carry it on.

THE Qu'Appelle *Vidette* confirms the report that Mr. T. W. Jackson, of Qu'Appelle, has floated the bonds of the Wood Mountain & Qu'Appelle Railway, and that a contract has been let to Mr. C. V. Nedell, of New York. The *Vidette* says the secretary of the company has shown its papers by which it appears that an agreement has been entered into with an English financial institution of the highest standing for the disposition of the bonds of the company, and pending their issue on the security of an earned land grant, the same institution furnishes funds to carry on the work. The contract has been let for the construction and equipment of seventy-five miles, with the option of taking another seventy-five miles, or as much more as the company wish to build next year, to one of the most reliable contractors on the American continent, who gives every guarantee that the work will be pushed forward at the very earliest practicable moment. He will have all the plant necessary for the construction on the ground in a short time. The only contingency that can arise to prevent the work progressing, so far as the *Vidette* can learn, is that of the parties who have had the management of affairs from the commencement, and have carried all the arrangements through so successfully, without drawing from the company and allowing it to collapse, which is not at all likely.

MR. W. MARGACH, crown land agent, of Port Arthur, when in Tower, Minn., recently was interviewed by a reporter of the *Vermilion Journal of Iron*, and said: "I am here for the Canadian Government, looking up several things for them. I am exploring the country lying between Whitefish and Basswood Lakes, on the Canadian side. As you already know, there is a contract for forty miles of the Port Arthur & Duluth Railway. Of this, fifteen miles will be ready for iron by January 1st, and the balance will be finished by next June. The line is surveyed up to Gun Flint Lake, where several companies are prepared to operate iron mines. I have no doubt but the work will proceed rapidly till it connects with your Duluth & Iron Range Railway. I am of the opinion that the timber interests ought to be considered as well as the iron in the construction of the road I have just referred to. If the line should cross the water, at the east end of Basswood Lake, then all the timber in that part of the country tributary to the lake as well as the timber from the east end of Knife Lake, on both the Canadian and American sides, would be tributary to the railway. With some improvement, timber could be taken from the east end as far as Gun Flint Lake, which would be about seventy miles, the greater part well timbered."