

## Personal.

SIR GEORGE STEPHEN, President of the Canadian Pacific, will visit England to arrange for the building of three powerful steamers 4,000 tons each for the Pacific Ocean service.

GOVERNOR DEWINEY opened the session of the North West Council on 15th inst. In his speech he expressed much pleasure at his trip over the Canadian Pacific to the coast, and is grateful at the opening up of a market in the west for staples produced in the territories.

MR. J. K. ACNEW (a former Londoner), Superintendent of Chicago & West Michigan Railroad, has declined the offer of Superintendency of the Toledo, St. Louis & Kansas City Railway, made him by President S. R. Callaway.

MR. F. M. BELL SMITH, of the Royal Canadian Academy of Artists, London, returned home recently from a two months' sketching tour in the Rockies. He brought back with him studies enough to make work for him for two or three years. Tourists who passed through the mountains while he was there have given him orders for \$3,000 worth of pictures, to be elaborated from the sketches which they saw, among the number Lord Elphinstone, Earl Kinnaird, Lord Raymore and others.

THE annual meeting of the Ottawa, Waddington & New York Railway & Bridge Co., directors and stockholders was held in the Russell House, Ottawa, recently. The resignation of the Hon. Jas. Redington, of Waddington, president of the company, was read. Mr. Redington said that owing to advancing age he was compelled to take this step. His age is 77 years. The directors emphatically deny that application has been made for a new charter as the present charter is amply sufficient for all purposes. This is what is termed the Fairling Board.

MR. C. E. MACPHERSON, formerly city passenger agent of the Canadian Pacific at Montreal, has been appointed district passenger agent for the same line for territory covering Quebec Province east of the city of Quebec, the Maritime Provinces and the States of Maine, New Hampshire, Vermont, Massachusetts and Rhode Island. Mr. Macpherson removed to his new headquarters at 211 Washington Street, Boston, early in the month. The appointment is in accord with the policy of the Canadian Pacific of choosing the very best men for the great centres of business. By faithful service in the positions he has hitherto occupied and by exceptional ability shown in the discharge of his duties, Mr. Macpherson has proven himself competent to fill a larger field, and the opportunity to extend his powers has been given him. A host of friends in Canada wish Mr. Macpherson a continuance in his new sphere of the success which has hitherto been his, not doubting that if his health is spared he will continue his rapid progress toward the top of his profession.

## Construction.

THE Fredericton bridge will soon be completed. At present contractor Hogan is disbursing \$1,000 a day on the erection thereof. The bridge will be a fine structure.

THE Lake Erie, Essex & Detroit River line is being surveyed from Walkerville to Leamington, Ont., 39 miles, and construction work will be soon begun. John McAfee, of Hutton, is Chief Engineer.

MR. I. M. ROSS, of Grant & Ross, contractors for the Port Arthur & Duluth road, upon which operations have commenced, states that about 120 men and seventy-five teams are at work grading. The contract called for the completion of the road by next August. The line would run west of the C. P. R. tracks for some thirteen miles, when it would cross it at Murillo, and take a southeastern bend. The grading of the first twenty-five miles, Mr. Ross says, will be somewhat light, but after that the work will be heavier. The present contract is for the building of eighty miles, which will take the road to within about twenty miles of the boundary. The Iron Range road runs up from Duluth to the boundary, and it is said to be probable, when the Canadian line is constructed, that a link will be built to connect the two.

THE cat construction works of the Rathbun Company, Deseronto, Ont., established for the purpose, in the first place, of building stock for the Napanee, Tamworth and Quebec road, have been considerably extended and are in a position to execute orders from others as well. Some cars are now being turned out for the Canadian Pacific.

THE contract for a thirty-mile extension of the Duluth and Iron Range northerly from Tower City into the mining district has just been let to Shepard, Winston & Co., to be built immediately. This is only a part of the ultimate extension of this line, which is expected to reach to the boundary, and there connect with the Port Arthur and Duluth, a part of the Canadian Pacific.

MR. HUGH RYAN, in an interview in Montreal, hints that the Red River Valley road will be completed next spring under an arrangement between the Dominion and Manitoban Governments. The Statist foreshadows an early surrender or commutation of the monopoly clause.

To show to what an extent steel is taking the place of wood in the matter of railroad ties in some of the foreign countries, it may be mentioned that one Welsh steel works is now executing a single order for 280,000 sleepers to be used on the East India State Railway. There, as in many of the other eastern countries, it is not the scarcity of wood which makes the use of steel sleepers necessary, but it is on account of the ants and other insect pests which make the use of wood almost impossible.

THE Winnipeg Morning Call says:—The conviction is very strongly impressed upon the mind by the course of events that the Red River Valley Railroad will not be completed in time to handle this year's crop. In fact, operations are practically suspended for the season, and are not likely to be resumed until next spring. The situation is a very unfortunate one, more particularly as it appears to have been brought about by errors in judgment. But it must be taken as it is. What the next move will be remains to be seen.

THE Ottawa Journal says:—The operations on the line of the Gatineau Valley Railway will be concluded for the season as soon as the snow renders it impossible to go on with the work. The work of construction is now being vigorously carried on in the vicinity of the Peche and it is expected that ten miles of the road will be completed this fall. Mr. Beemer intends to begin the work of construction again as early next spring as is possible and it is more than likely that the line will be completed to Wakefield before the close of next season.

THE Canadian Pacific has completed the purchase of property on the Esplanade in this city for the building of their direct line in from the east and the construction of their great central station. The principal cause for delay now, if not the only one, is that the City Council has decided to extend the wharf frontage further out into the Bay, but has not decided upon a line for the extension. The Canadian Pacific representatives have asked the City Council to declare where the line is to be, so that operations may be begun upon the necessary piling.

THE Railway Committee of the Privy Council on 25th inst., heard the case of the City of Toronto v. the Grand Trunk Railway with reference to putting gates on both sides of Simco Street, and also at the York Street entrance to the Union Station. Mayor Howland presented the case for the city, and was followed by Mr. Bell, Grand Trunk solicitor, who admitted that the crossings were dangerous, but held that the streets should be closed by the corporation, which view was sustained by the committee, and an order was accordingly made that the streets should be closed.

It is understood that a company represented by Mr. Greathead, C. E., of London, Eng., who is at present building the London and Southwark subway, have made a proposition to the Dominion Government to complete the subway across Northumberland Strait, dividing Prince Edward Island from the main land. The proposition is to take the P. E. I. Railway off the hands of the government and operate it on a tariff to be approved of by them, and also a subsidy of \$200,000 per year for fifty years. Mr. Walter Stanley, C. E., has already favorably expressed his opinion as to the feasibility of the scheme of travelling under the strait. In connection with the scheme, an announcement is made for the first time of the immense advantage to be obtained from this new scheme in making a direct line to the seaboard by running trains over the short line and utilizing the subway