

E. J. Duchesnay, heretofore Superintendent of the Mountain, Shuswap, and Shuswap and Okanagan sections, with office at Revelstoke, has been appointed Assistant Superintendent of the Pacific Division, with office at Revelstoke. He will have charge of the maintenance of way and structures.

T. Kilpatrick has been appointed acting-Superintendent of the Mountain and Shuswap sections of the Pacific Division.

W. S. Nevins, heretofore travelling freight agent at Buffalo for the "Soo" line steamers running between Buffalo and Gladstone, Mich., has been appointed contracting freight agent on the Niagara frontier for the C.P.R.

C. E. Bunting, heretofore city ticket agent at Toronto, has been appointed chief clerk to the Assistant General Passenger Agent at Vancouver, being succeeded at Toronto by W. Wainwright, heretofore city passenger agent, with the title of city passenger and ticket agent, the offices having been combined.

Central Vermont Ry.—C. A. Hight has been appointed Solicitor vice C. M. Wilds deceased.

Duluth, South Shore and Atlantic Ry.—T. H. Larke having resigned the offices of commercial agent and assistant general passenger agent to accept a position with another company, M. Adson has been appointed General Agent, with office at Duluth, Minn.

Grand Trunk.—The following agents were installed during April: Helena, J. A. Talbot; Brosseau's Jct., A. O. Talbot; St. Annes, J. F. Gibson; St. Thomas Agency, A. J. Seaton; Buffalo Pass., Exchange St., E. N. Blood; Bellevue, J. E. Cook; Goodells, E. E. Dennis; West Bay City, H. Miller; Halstead St., R. E. Collier.

Great Northern of Canada.—Guy Tombs, travelling freight agent of the Central Vermont Ry., has been appointed General Freight and Passenger Agent of the G.N.R.

Intercolonial Ry.—Replying to R. L. Borden in the House of Commons, April 22, the Minister of Railways said E. G. Russell had been in the employ of the Department in connection with the I.C.R. during a portion of the present year. He was appointed Manager of the I.C.R. Feb. 15, to have charge of the mechanical department, the station and train service, and the maintenance of way and works, and he thereupon commenced duties. His salary commenced at that date, and he had already drawn \$583.33; being one month of his salary, which was \$7,000 a year. The contract was for five years, was in writing, and notice of the appointment was given to the officials and employees of the I.C.R. on

Feb. 23. Mr. Russell had been absent from duty since Mar. 15. He became seriously ill, and was granted leave on account of ill-health, but without salary during his absence. Mr. Russell was still in the employ of the Department, and no arrangement had been made whereby his engagement should cease at an earlier date than was at first contemplated.

The *Moncton Times* (Opposition) says: "The absence of any information at headquarters here in regard to the plans of the new operative chief of the I.C.R., E. G. Russell, has given rise to many surmises, and by some it has been thought that he would not return to Moncton. This may not, however, be the case. Indeed, it is now stated in railway circles that he will resume his duties on June 1. He has been resting in Buffalo, N.Y., for several weeks. It is said the attack of la grippe, from which he suffered seriously, affected his eyes, and at times it was almost impossible for him to see. That condition of affairs has now passed away, and if the latest report is correct, in another month Mr. Russell will be back at work again. The impression prevalent in some quarters is that Mr. Russell will make a considerable number of changes. The *Times* is informed that this impression will also materialize into a fact, and that the services of several officials will be dispensed with in rather unexpected quarters. Of course there will be big efforts made to prevent Mr. Russell's recommendations from going into practice. If it be considered, however, that the new official is practically in training for the position of General Manager of the government railway, the importance of his recommendations will have to be taken into consideration. There seems to be little doubt about Mr. Pottinger being translated into a new and higher sphere in the domain of government railways, and that Mr. Russell will become his successor has resolved itself merely into the question of time."

Montreal Street Ry.—M. J. Kennedy, who, since the departure of D. McDonald for Paris, has been acting superintendent, has had his appointment confirmed. He started with the old City Passenger Railway, some 20 years ago.

New York Central.—B. B. Denison has been appointed district passenger agent with headquarters at Niagara Falls, N.Y., in charge of passenger business in Niagara Falls, N.Y., Niagara Falls, Ont., Suspension Bridge, N.Y., Clifton, Ont., Lewiston and Niagara on the Lake.

New York Central and Hudson River Rd. and West Shore Rd.—W. A. Wilson has been appointed General Canadian Freight Agent

at Toronto, in charge of Canadian traffic for N.Y.C. and H.R. Rd. and West Shore Rd. west of Sharbot Lake, on the C. P. R., and Kingston, Ont., on the G.T.R. His office will be 204 Board of Trade Building, Toronto. J. W. Hickson, of the West Shore Rd., and H. N. Carpenter, of the Blue Line, have

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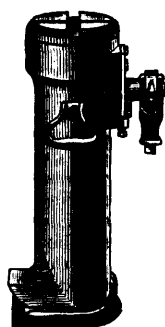
Tenders will be received at the Office of the General Superintendent, Sault Ste. Marie, Ont., up to May 11th, 1901, for the construction of a section of the Manitoulin & North Shore Railway, from a point on the north channel of the Georgian Bay to the Falls of the Spanish River at the site of the Spanish River Pulp and Paper Company, a distance of about 16½ miles.

Plans, profile and specifications may be seen at the office of the Chief Engineer, Sault Ste. Marie, Ontario. Tenders must be made on the printed forms supplied. The lowest or any tender not necessarily accepted.

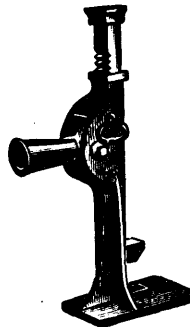
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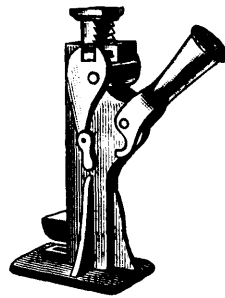
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