

Vancouver Island, the States of Idaho, Oregon and Washington, and Utah as far south as Ogden and Salt Lake City, and the portion of Montana west of and including Shelby Jct. to Helena and Butte.

T. E. ANNESLY, heretofore Car Foreman, Biggar, Sask., has been appointed Car Foreman, Prince Rupert, B.C., vice F. E. Dymend, who has left the service.

Michigan Central Rd.—J. M. CAMPBELL has been appointed Assistant Division Engineer, St. Thomas, Ont., vice W. J. Shaw, promoted.

Pere Marquette Ry.—P. M. BOYLE, Trainmaster, Detroit, Mich., is reported to have been appointed Trainmaster, Canadian Division, St. Thomas, Ont.

United States Railroad Administration, Eastern Region, comprising Pere Marquette Ry., Ann Arbor Rd., Detroit & Toledo Shore Line Rd., Port Huron Union Depot Rd., Lake Michigan Car Ferry Association, Grand Trunk Western Lines Rd., Detroit & Mackinac Rd., Detroit, Bay City & Western Rd., Port Huron Southern Rd., and Port Huron & Detroit Rd. The following appointments have been made: Assistant General Passenger Agents, J. D. McDonald, Chicago, Ill.; John Dunphy, Detroit, Mich.; General Baggage Agent, A. E. Plumer, Detroit, Mich.; Division Passenger Agents, O. L. Kinney, Chicago, Ill.; J. W. Kearns, Detroit, Mich.; N. De Young, Grand Rapids, Mich.; F. A. Young, Saginaw, Mich.; J. K. Cooper, Toledo, Ohio; R. W. Youngs, London, Ont.; Travelling Passenger Agent, G. W. Norman, Detroit, Mich.

Edward Fitzgerald's New Appointment.

Edward Fitzgerald, formerly Assistant General Purchasing Agent, C.P.R., Montreal, and since early in the war Purchasing Agent, and subsequently Assistant to the Chairman, Imperial Munitions Board, Ottawa, has been appointed Vice Chairman of the Hudson's Bay Co.'s Canadian Advisory Board, with office at Winnipeg. Sir Augustus Nanton, of Winnipeg, who is one of the C.P.R. directors, and Vice President of the Winnipeg Electric Ry. is chairman of the H.B.C. Canadian Advisory Board, among the other members being G. W. Allan, K.C., M.P., and G. F. Galt, Winnipeg.

As Mr. Fitzgerald will devote his whole time to H.B.C. affairs, it is safe to assume that he will be its chief active executive officer in Canada, with jurisdiction over its vast fur and other trading, ocean and inland navigation and its large land interests. Mr. Fitzgerald left Ottawa for London, Eng., towards the end of November, to consult with the H.B.C. directors, expecting to return to Ottawa in January to clear up some Imperial Munitions Board work and take up his new duties in Winnipeg in February.

He was born at Ottawa, Ont., Nov. 9, 1874, and educated at the Model School there. He entered C.P.R. service in July, 1892, as junior clerk in the Purchasing Department, and was from Oct., 1898, to May, 1905, Commissary Agent; May, 1905, to Mar., 1910, Assistant to Purchasing Agent; Mar., 1910, to May, 1915, Assistant General Purchasing Agent. In May, 1915, he was assigned to the British Government as officer in charge of the War Office Purchasing Agency in Canada, and in Dec., 1915, was appointed Purchasing Agent, Imperial Munitions Board, and June, 1916, Assistant to the Chairman, I.M.B. He was made a Commander of the Order of the British Empire in Jan., 1918.

Steel Rails and Rolling Stock Orders and Railway Betterments and Extensions Now to Proceed.

Ottawa press dispatch, Nov. 12.—Action is being taken promptly by the Dominion Government along the lines set forth recently by the Finance Minister to keep the wheels of industry turning in Canada during the period of transition from war to peace conditions, and to absorb labor which will be released by the cessation of production of munitions of war. Already orders have been placed for 200,000 gross tons of 85-lb. steel rails, which will be used in the making of required betterments and extensions on Canadian railways. The Dominion Iron & Steel Co., of Sydney, N.S., has been given an order for 125,000 gross tons, and the Algoma Steel Corporation, Sault Ste. Marie, an order for 75,000 tons. The rolling of these



E. C. P. Cushing,
Assistant Purchasing Agent, C.P.R., Winnipeg.

rails is to begin very shortly, and deliveries are to be made at the rate of about 20,000 tons a month by each company. The price to be paid is to be determined later and is to be based on the cost of production. These orders will be followed by orders to various companies for accessories, angle bars, bolts, spikes, and tie plates to the extent of 65,000 tons. Their production will give employment to a considerable number of workmen, and the laying of the rails next spring will also call for many laborers. It is stated that these orders will be succeeded by others which will keep the rail mills engaged for a year or more.

At the conclusion of a conference today (Nov. 12) between Hon. A. K. Maclean and other members of the Dominion Government's Reconstruction and Development Committee and representatives of the Canadian Government Railways, Canadian Northern, Canadian Pacific and Grand Trunk, it was announced that big orders for rolling stock for the Canadian Northern and Canadian Government Railways will be placed shortly by the government with the several car building

companies of the country, and will keep them busy for a year to come. At present the Canadian Government Railways and the Canadian Northern are much below their requirements of rolling stock. The Grand Trunk will also require some cars. The Canadian Pacific is engaged upon a car building programme which will keep its shops busy at least nine months. When materials become available in larger quantities the company will, it is said, have additional work for its plant. At present car building plants, with one exception, are all engaged upon orders which will not be completed before the end of the year.

With respect to betterments and extensions over Canadian railways, it is pointed out that the Canadian Northern has certain uncompleted sections to be put into condition for operation. There are also certain projected lines, construction of which may be undertaken if economic conditions warrant. The railways are now suffering from a shortage of labor. They are in a position to employ a considerable number of workers. Next spring they will require more men for betterments and maintenance of way, and a still larger number if new construction is undertaken. Hence those who attended the conference separated with a feeling of optimism.

Ottawa press dispatch, Nov. 27.—Presidents of the big Canadian railway companies are in conference with the government today, respecting their plans for after war developments. There was a general discussion on the question of extension and equipment. It is the intention of all the companies to go ahead with their construction programme on such lines as are considered necessary. All the roads will do more or less replacement work and also proceed with numerous branch feeders, especially in the west, that have been suspended since the war began. They also intend to place heavy orders for equipment in locomotives, freight and passenger cars. Their programme will absorb a great deal of the floating labor of the country.

Telegraph, Telephone and Cable Matters.

The Great North Western Telegraph Co.'s operators have been placed on the same wage basis as C.P.R. telegraphers, increases to date from Sept. 1, by an award of the Canadian Railway War Board's committee.

The Western Union and Postal Telegraph services are consolidated, from Dec. 1, under U.S. Government control. It is announced that the U.S. Postmaster General has fixed the compensation to be paid annually, but the amount has not been made public. The Postal Telegraph Co. asked for \$3,800,000 a year and interest, but the Post Office Department is reported to have stated that as the company had been unable to furnish any approximate valuation of its property, an award had been made on the best information available, on the same principles used in making the award for the Western Union agreement. No physical consolidation of the two companies is contemplated. The Postal Telegraph Co. states that it will fight the award in the U.S. Court of Claims.