

land qualifying for service with the Expeditionary Force. Office, Kentville, N.S.

Edmonton, Dunvegan and British Columbia Ry.—R. M. HALPENNY, heretofore Trainmaster, Grand Trunk Pacific Ry., Jasper, Alta., has been appointed Superintendent, E. D. & B. C. R., and his former position has been abolished.

Grand Trunk Pacific Ry.—A. KILPATRICK, heretofore Superintendent, Edmonton, Alta., to Prince George, B.C., Edson, Alta., has been appointed Superintendent of the Lake Superior Division, vice A. A. Tisdale, who has been granted temporary leave of absence. Office, Fort William, Ont.

T. W. PALOS has been appointed Locomotive Foreman, Graham, Ont., vice R. G. Gilbride, resigned.

C. E. BROOKS, heretofore General Foreman in charge of Shops, Transcona, Man., has been appointed acting Superintendent of Motive Power, vice J. Billingham, Superintendent of Motive Power, resigned. Office, Transcona, Man.

H. McCALL, Superintendent, Winnipeg, Man., to Watrous, Sask., and Melville-Canora Branch, Edson, Alta., has had his jurisdiction extended to include the Regina Division, on the transfer of J. P. Kirkpatrick to Edson, Alta. Office, Melville, Sask.

J. P. KIRKPATRICK, heretofore Superintendent, Regina Division, has been appointed acting Superintendent, Edmonton, Alta., to Prince George, B.C., and intersecting branch lines, vice A. Kilpatrick, temporarily transferred to Fort William, Ont. Office, Edson, Alta.

W. C. C. MEHAN, General Superintendent, Prince Rupert, B.C., has had his jurisdiction extended to include the territory between Prince George, B.C., and the west switch at North Edmonton, Alta.

The following station agents have been appointed,—Pope, Man., P. C. Sells; Asquith, Sask., R. L. Harrop; Yorkton, Sask., T. J. Shields.

Grand Trunk Ry.—W. C. SEALY, heretofore Assistant Master Mechanic, Ontario Lines, has been appointed Master Mechanic, Ontario Lines, vice J. Markey, deceased. Office, Toronto.

J. R. LECKIE, heretofore Locomotive Foreman, London, Ont., has been appointed Assistant Master Mechanic, Ontario Lines, vice W. C. Sealy, promoted. Office, Toronto.

J. A. WALTON, heretofore Locomotive Foreman, Palmerston, Ont., has been appointed Locomotive Foreman, London, Ont., vice J. R. Leckie, promoted.

W. H. ARCHER has been appointed Locomotive Foreman, Palmerston, Ont., vice J. A. Walton, transferred.

J. McPEAK, formerly Commercial Agent, Detroit, Mich., who has been on leave of absence through ill health, for some time, has returned to service with the title of Travelling Freight Agent, at Detroit, Mich. H. H. Hamill is Commercial Agent there.

The following station agents have been appointed,—Aultsville, Ont., J. A. Roch; Hoards, Ont., R. S. Davidson; Beachville, Ont., C. V. Vail; Mitchell, Ont., W. A. Abrey; Ilderton, Ont., C. H. Duplan; Vars, Ont., K. J. Mills; outside agency, Pottersburg, Ont., W. J. Duffin. The station at Terra Cotta, Ont., and the outside agency at Omamee, Ont., have been closed.

Intercolonial Ry.—T. L. LANDERS, has been appointed acting Resident Engineer, District 3, vice W. A. Cowan. Office, Truro, N.S.

F. F. CAREY, heretofore locomotive driver, has been appointed acting District Master Mechanic, District 3, Moncton, N.B.

See also Canadian Government Railways.

National Transcontinental Ry.—See under

"The Dominion Government operates the N. T. R.," on another page.

A. E. DOUCET, District Engineer, section B., at Quebec, retired from the service April 30, and the office was closed. The small amount of work still to be done on the line in that district will be under the jurisdiction of Arthur Dick, formerly one of the division engineers.

Grand Trunk Railway Betterments, Construction, Etc.

Track Elevation in Montreal.—The City Engineering Department has submitted to the Board of Control a further estimate of the cost of elevating the G. T. R. tracks from Bonaventure station to St. Henri. The present estimate is \$6,000,000 instead of the \$8,000,000 originally estimated, and towards which the city obtained legislative authority to contribute \$2,000,000. The last estimate of the G. T. R. placed the cost of the elevation at \$10,000,000 and asked the city to



J. K. McNeillie,
General Superintendent, Canadian Government Railways.

increase its contribution by \$500,000. The present estimate is the reply of the city to the railway company. The principal item upon which there has been a reduction in the city's estimates is in regard to the construction of the bridges across the streets. The city takes exception to the general plan adopted by the railway engineers, under which two sets of columns would be placed under the steel bridges which will span the city streets, piercing the embankment on which the tracks will run. The city officials hold that, in many cases, the columns provide unnecessary strength, and that single span bridges will suffice, thus reducing by a large amount the steel work required. The city, too, does not agree that the company should calculate on getting 6% interest on the capital employed in the improvement, and suggests that a lower rate should be substituted. The contention that 3% should be allowed as the cost of marketing securities which may be rendered necessary as a result of the charges imposed in both parties by the Railway Commission, is not acceptable.

It is expected that the report will be approved by the City Council at an early meeting after which it will go before the Board of Railway Commissioners for consideration along with the G. T. R. plans. (May, pg. 176.)

The Delaware and Hudson Company in Canada.

The Delaware and Hudson Co. owns two railways in Canada—the Quebec, Montreal and Southern, extending from Noyan Jct., to Belleville, 81 miles, from a junction with the G. T. R. at St. Lambert to Fortierville, 109.69 miles, and from St. Constant Jct. to Napierville Jct., 1.40 miles, a total of 192.09 miles; and the Napierville Jct. from St. Constant Jct. to Rouse's Point, Que., 27.06 miles. At the latter point connection is made with the Delaware and Hudson Rd.'s main line, which extends northerly to Wilkes Barre, Pa. The total mileage of railways owned and operated by the company is 903.99, so that almost 25% of its mileage is in Canada.

The directors' report for the year ended Dec. 31, 1914, shows that the revenue in the railway department was \$22,595,028.50, a decrease of \$1,558,466.23 from 1913; the operating expenses excluding taxes were \$15,048,452.04, a decrease of \$161,854.81; the net operating revenue was \$7,546,576.46, a decrease of \$1,396,611.42.

The percentage of expenses to revenues increased from 62.97% in 1913 to 66.60% in 1914. The figures showing the revenues of the Canadian lines are not given separately, but they are to be found, as for the year ended June 30, 1914, in the statistical table published on pg. 162 of our May issue.

The following information is given with respect to the Canadian lines:—

"The Quebec, Montreal and Southern Ry. Co. shows a decrease in operating revenues of \$8,835.17, as compared with previous year. The operating expenses decreased \$16,955.83. Income from hire of equipment increased \$11,514.33. The net income, not allowing for interest due the Delaware and Hudson Co., was \$149,051.37, an increase of \$19,758.62.

"The Napierville Junction Ry. Co. shows a decrease in operating revenues of \$14,668.78 from the previous year. Operating expenses increased \$11,816.45. Net income was \$24,858.11 or 4.14% on capital stock outstanding, a decrease of \$28,015.02, from the previous year. A dividend of 3% for the year ended Dec. 31, 1914, was declared. The freight revenue decreased \$23,019.77, while passenger revenue increased \$3,080.19. The latter increase was due to the inauguration of through passenger train service over the Napierville Junction Ry. between Montreal and points on the Delaware and Hudson Ry. The increase in expenses was due to increased maintenance and increased passenger train service. The cost of maintenance, while higher than the preceding year, was not abnormally high, inasmuch as during the first years of the company's existence the renewals were naturally relatively small."

The D. and H. Co. owns \$1,000,000 of stock in the Quebec, Montreal and Southern Ry. and \$600,000 stock in the Napierville Jct. Ry.

The Grand Trunk and G. T. Pacific Rys. are said to have over 1,200 men serving in the Canadian Overseas Expeditionary Forces. The secretaries to the President, E. J. Chamberlin and to Vice President H. G. Kelley, are among the number.

The Great Northern Ry. has removed its Vancouver, B. C., offices from 314 to 607 Hastings Street.