

Western Division at Detroit, Mich. Mr. Cotter came from the Wabash to the G. T. with the new management.

J. M. Herbert, Trainmaster at Belleville, to be Superintendent Eastern Division at Montreal. F. W. Egan to be Trainmaster 6th & 7th Districts, at Belleville.

R. P. Dalton, Trainmaster 4th and 5th Districts, which extend south to Rouse's Point & west to Belleville, to be also Superintendent of Montreal Terminals. Office at Bonaventure Station, Montreal.

J. Irwin to be Trainmaster, 3rd District, also that portion of the 2nd District between Richmond & Island Pond; headquarters Richmond, Que.

J. Munday to be Acting Trainmaster, 1st District; headquarters Island Pond, Vt.

The appointment of J. T. Gill as Air Brake Instructor is confirmed. He will have charge of air brake construction car 81, & his instructions, given in the car, & when passing over the road, to those engaged in the operation, maintenance & adjustment of air brakes, must be complied with.

J. W. Ryder, City Passenger & Ticket Agent, Quebec, has been appointed to a similar position in Toronto, in place of W. Keating. C. E. Tenny, Ticket Agent at St. John's, succeeds Mr. Ryder in Quebec.

Personal Mention.

General Manager Hays, of the G.T.R., spent some time in Penetanguishene in July.

Edw. McDade, who recently died in the Klondike district, was at one time engaged in C.P.R. construction work.

Wade Chance has been appointed Treasurer of the New York & Ottawa, with office at Ottawa, Ont., vice H. T. Nash.

W. Bell, of Montreal, has been put in charge of the C.P.R. sleeping car branch at Toronto in place of H. C. Sheffield.

A press item states that F. R. F. Brown, Ex-Mechanical Superintendent of the Government Railway, has gone to England to claim a considerable legacy left him by a relative lately deceased.

R. Peard & A. W. Hodgson, heretofore acting chief train dispatchers for the C.P.R. at Winnipeg & Fort William respectively, have been appointed chief train dispatchers at those points.

W. Keating, ex-City Passenger Agent of the G.T.R., in Toronto, is now attached to the C.P.R.'s Toronto ticket office. Mr. Keating represented the Grand Trunk in Toronto since the death of P. J. Slatter.

G. F. Diekroeger has been appointed Contracting Agent of the C.P. Despatch & C.P.R. at St. Louis, Mo., in place of F. H. Cooke, who succeeds C. M. Hunt as Contracting Agent of the Merchants' Despatch.

D. B. Worthington, City Freight & Passenger Agent of the C.P.R. at Buffalo, N.Y., will also represent the Niagara Falls Park & River Ry. there. He was General Passenger Agent of the Gorge electric line for a time.

The position of Roadmaster of the eastern division of the Dominion Atlantic has been abolished, D. J. Murphy, of Yarmouth, heretofore Roadmaster & Engineer at Yarmouth, being appointed Track Superintendent for the whole line.

H. Roberts, formerly Master Mechanic of the G.T.R. at Ft. Gratiot, Mich., has been appointed Superintendent of Motive Power of the Norfolk & Southern, with headquarters at Berkley, Va., vice G. R. Joughins, who recently became Mechanical Superintendent of the Intercolonial.

Mr. & Mrs. James Ross, of Montreal, who have been spending a few weeks at the seaside, have taken their departure for Scotland, where Mr. Ross has taken a shooting box in

Ross-shire. They intend to remain till the autumn & entertain a succession of guests during the shooting season.

Michael Kennedy died in Penetanguishene recently aged 80 years. He was contractor & corporation overseer in Newmarket for a number of years, & afterwards superintended the construction part of the Northern Ry. from Holland Landing to Barrie, also the Belle Ewart switch. He also worked on the Welland Canal for a number of years.

Divisional Freight Agent Arthur White, of the G.T.R. at Toronto, was recently granted 6 weeks' leave of absence. For some time he has not been enjoying the best of health, & found it necessary to take a short vacation. He is spending the time at Caledonia Springs. During his absence J. E. Dalrymple, of Montreal, Assistant to the General Traffic Manager, will attend to Mr. White's duties.

Lord Masham, the owner of the patents under which the power loom is made in England, has announced that he will give \$200,000 for the purpose of founding a memorial hall in Bradford in honor of Dr. Cartwright, the original inventor of the power loom. Lord Masham is the senior partner of the great firm of Lister & Co., of Manningham, Eng., whose advertisement appears on page 116 of this issue.

J. F. Stevens, Chief Engineer of the Great Northern (U.S.), recently resigned on account of ill health. He has been in railway service since 1876, becoming Chief Engineer of the G.N. in 1895. At one time & another he served the C.P.R., the Duluth, South Shore & Atlantic, the Spokane Falls & Northern & the Denver & Rio Grande. He has taken an interest with Mann, Foley Bros. & Larsen in the contract for the C.P.R. branch from Robson to Midway, B.C.

Lord Strathcona & Mount Royal has leased Knebworth House, Hertfordshire, Eng., the ancestral seat of the Earls of Lytton, together with the shooting privileges over the estates, which are near Brocket Hall, Lord Mount Stephen's seat. Lord Strathcona is well off for houses, having one in Cadogan Square, London; another at Glencoe, Scotland; still another at Juniper Hill, Dorking; & he can sleep beneath his own roof when he visits Montreal, Winnipeg, or Pictou, N.S.

H. C. Boggs, who died at Springhill, N.S., recently, was born at Halifax 80 years ago. About 50 years ago he went to Joggins Mines & conducted business there & managed the collieries for the General Mining Association. He afterwards purchased the property, which he retained until it was sold to a St. John company. He was also largely interested in lumber & shipping property. Of late years he has been Paymaster of the Dominion Atlantic Ry. & in the audit office of the I.C.R. at Moncton.

Almon B. Atwater, recently appointed Assistant General Superintendent of the Michigan Central, was born in Sheffield, O., & entered railroad service in 1864, as a telegraph operator on the Cleveland & Erie RR. He afterwards entered the engineering service on the Jamestown Division of the C. & E. When the Canada Southern was being built he was appointed a resident engineer. He afterwards became Assistant Engineer on the Port Dover & Lake Huron, now a part of the G.T. System, & later Chief Engineer on the Stratford & Huron, also absorbed by the G.T. He served as Superintendent of the Port Dover & Lake Huron, & later as General Superintendent of the Georgian Bay & Lake Huron Division of the G.T., & as Chief Engineer of the Chicago & Grand Trunk. In June, 1885, he became Superintendent of the G.T. lines west of Detroit, including the Chicago & Grand Trunk & the Detroit, Grand Haven & Milwaukee. He has held that position up to the present. He is 53 years of age.

FINANCE, MEETINGS, &c.

C.P.R. Earnings & Expenses.

The gross earnings, working expenses, net profits & increases over 1897 for Jan. 1, 1898, are as under:

	Earnings.	Expenses.	Net Profits.	Increase.
Jan.	\$1,672,372.04	\$1,156,744.45	\$515,627.59	\$142,284.49
Feb.	1,494,596.98	1,070,929.62	423,667.36	38,844.28
Mar.	2,079,479.06	1,326,245.55	753,233.51	233,020.67
April.	1,958,461.88	1,241,371.19	717,090.69	89,973.35
May.	2,252,999.16	1,326,336.85	926,662.31	51,092.47
	\$9,457,909.12	\$6,121,627.66	\$3,285,188.99	\$555,215.26

The approximate traffic earnings for June, 1898, were \$2,124,000 against \$1,999,000 in June, 1897, an increase of \$125,000.

C.P.R. Land Sales.

	Acres.		Amount.	
	1898	1897	1898	1897
Jan.	22,044	9,443	\$72,924.00	\$33,872.00
Feb.	20,650	8,163	66,399.00	27,573.00
Mar.	33,421	8,727	109,010.00	29,080.00
April.	43,145	10,785	140,275.00	37,145.00
May.	43,148	15,802	137,835.00	51,508.00
June.	49,113	18,964	160,199.00	63,160.00
Totals.	211,521	71,884	\$686,642.00	\$242,338.00

Grand Trunk Earnings.

These figures include the G.T. of Canada, the Chicago & G.T., & the Detroit, Grand Haven & Milwaukee Rys.

	1898	1897	Increase.	Decrease.
Jan.	\$1,916,332	\$1,639,614	\$276,718
Feb.	1,674,453	1,522,246	152,207
Mar.	2,048,970	1,803,279	245,691
April.	1,918,477	1,776,840	141,637
May.	1,940,980	1,774,802	166,178
June.	1,880,402	1,912,185	\$31,783
	\$11,379,614	\$10,428,966	\$982,431	\$31,783

Financial Notes.

Calgary & Edmonton.—The net earnings for May were \$14,614.27, as against \$6,803.70 for May, 1897.

Central Vermont.—An answer has been filed at Boston by the Central Vermont Railroad to the bills for foreclosure under the 1st & deed mortgages by the American Loan & Trust Co. The allegations in the bills of the Trust Co. are generally denied. The cancellation & delivery of the \$7,000,000 of bonds & mortgages of the railroad to the Trust Co., as well as its authority to make the mortgages & bonds, & especially the authority of the Vermont & Canada to join in the mortgage, is denied, & it is claimed that the bonds & mortgages have run out & are void. The answer asks that E. C. Smith, Annie B. Smith, & Ann E. B. Smith, owning \$250,000 preferred stock; & \$150,000 common stock of the Consolidated Railroad of Vermont, be made party defendants of the bill. Of the \$2,500,000 of floating debt \$1,500,000 is a preference debt, in equity, & entitled to be a first lien. Of this amount the G.T.R. claims \$500,000 for balances, growing out of the interchange business. Those before-mentioned persons claim \$433,000 of this debt as a preference claim in their favor, on account of bonds which they let the Central Vermont have in part for material purchased & labor performed. They ask that these claims be judicially established before any decree is given.

Dominion Atlantic.—The receipts for the 6 mos. to the end of June were \$214,493 as against \$201,019 for corresponding period.

Duluth, Superior & Western.—This line, formerly known as the Duluth & Winnipeg, has been bought by the Eastern Minnesota Ry., which is controlled by the Great Northern Co., for, it is said, \$378,400. The line, which is 124 miles in length, will, it is said, form part of the new Fosston line from the Red River Valley to the head of Lake Su-