

many. He entered railway service in the office of the Chief Engineer of the Erie Rd., New York City, 1880, since which his record has been: 1881 to 1884, location survey, St. Louis and South-Eastern Rd., Texas, and construction, West Shore Rd., between New York and Buffalo; 1885 to 1887, various expert reports and inspections, Boston and Maine Rd., Atchison, Topeka and Santa Fe Rd., and Chesapeake and Ohio Rd.; 1887 to 1891, engineer of bridges and buildings, Kansas City, Fort Scott and Memphis Rd., and Kansas City, Memphis and Birmingham Rd. System; 1891 to 1896, engineer for Chicago Exposition, and in private practice in Chicago; 1897 to 1899, Assistant Engineer for the U.S. Government for the Board of Engineers on Deep Waterways between the Great Lakes and the sea; 1900, resident engineer in charge of bridge across the Missouri river at Atchison, Kan.

#### The Proposed Railway Commission.

The Minister of Railways, on April 9, introduced in the House of Commons a bill to amend and consolidate the law relating to railways. The bill abolishes the Railway Committee of the Privy Council, and establishes in its place "The Board of Railway Commissioners of Canada," to consist of three members to hold office, subject to certain conditions, for 10 years, any two of whom shall form a quorum. The powers of the commissioners are very extensive, and the Minister of Railways, in explaining the bill, stated that what were shown to be defects in the powers of other railway courts or commissions had been remedied, as far as possible, by the introduction of clauses giving new powers and extended authority. "The chief features of the bill are," he added, "the constitution of a railway commission and the regulation of the tolls." The bill, at considerable length, gives directions as to the procedure to be adopted by the commissioners in investigating the matters over which it has jurisdiction, declares that its findings shall be final, and provides penalties for violation. The decisions of the Railway Committee of the Privy Council are declared to be binding until set aside, or over-ruled by the decisions of the commissioners. All existing acts respecting railways are consolidated and simplified in a number of details, but the alterations from the existing law outside of the appointment of the commission, are not very great. There are a number of minor changes, and in the bill references are given to the existing laws, so that the effect of the proposed changes can be easily referred to. The bill was given its first reading, but it will not be proceeded with this session, as it is desired to allow members to consider its provisions, and to give the companies interested an opportunity to present their views on the projected changes.

The General Traffic Association has decided that a corpse has the same baggage rights as a regular passenger, and that a trunk can be checked through on account of the ticket held for the coffin.

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