

Que., Ottawa, Ont., and Medicine Hat, Alta.; 1913 to 1914, in private business in Medicine Hat, Alta.; Aug. 1, 1914, to May 1, 1915, General Superintendent's Accountant, Canadian Government Railways, Moncton, N.B.; May 1, 1915, to June 1, 1917, chief clerk to General Superintendent, Transcontinental Division, Canadian Government Railways, Cochrane, Ont.

W. A. Cooper, Manager, Sleeping, Dining and Parlor Cars and News Service, C.P.R., Montreal, has been appointed by the Food Controller, as a member of the Food Consumption Central Committee, which will particularly take steps to provide for the conservation of food, and the prevention of its waste, and will govern its consumption in hotels, restaurants, clubs and private houses. He was born at Montreal, Mar. 22, 1871, and entered railway service in Feb., 1886, since when he has been, to June, 1891, secretary to Assistant General Manager, G.T.R.; June, 1891, to Dec., 1894, chief clerk to General Superintendent, Eastern Division, C.P.R., Montreal; Dec., 1894, to July, 1897, Inspector, Sleeping and Dining Car Department, same road; July, 1897, to Dec., 1905, Assistant Superintendent, same department; Dec., 1905, to Aug., 1908, Superintendent, same department; Aug., 1908, to Feb. 1, 1913, General Superintendent, and since Feb. 1, 1913, Manager, Sleeping, Dining and Parlor Cars and News Service, same road, Montreal.

H. T. Ruhl, who has been appointed Engineer, Maintenance of Way and Structures, Delaware & Hudson Co., Albany, N.Y., was born at Mifflinburg, Pa., Sept. 29, 1882, and entered railway service, Sept. 22, 1902, since when he has been, to June, 1904, rodman, C.P.R., Nominigüe, Que.; June, 1904, to July, 1905, transit man, Construction Department, Residency 2, Toronto-Sudbury Branch, C.P.R.; July to Aug., 1905, transit man on location, C.P.R., Ingersoll, Ont.; Aug. to Oct., 1905, transit man, on bridge surveys, C.P.R., Coldwater, Ont.; Oct., 1905, to Jan., 1906, transit man, on bridge surveys, C.P.R., Parry Sound, Ont.; Jan. to May, 1906, transit man on location, C.P.R., Parry Sound, Ont.; May, 1906, to Jan., 1908, Resident Engineer on Construction, C.P.R., Point au Baril, Ont.; Jan. to Oct., 1908, Resident Engineer on Construction, C.P.R., Muskoka, Ont.; Oct., 1908, to Nov., 1909, transit man on maintenance, C.P.R., North Bay, Ont.; Nov., 1909, to Oct., 1911, Resident Engineer, C.P.R., Sudbury, Ont.; Oct., 1911, to Sept., 1913, Resident Engineer, C.P.R., Farnham, Que.; Sept., 1913, to Nov. 20, 1915, Resident Engineer, Intercolonial Ry., New Glasgow, N.S.; Nov. 20, 1915, to June 15, 1917, Division Engineer, Canadian Government Railways, Moncton, N.B.

F. C. Gamble, M.Can.Soc.C.E., Chief Engineer, British Columbia Railways Department, whose connection with the government service has been severed, was born at Toronto, Oct. 23, 1848, educated at Upper Canada College, and moved to British Columbia about 30 years ago, on his appointment as Assistant Engineer on the government section of the C.P.R. above Yale. He was later transferred to the Dominion Government Public Works Department in B.C., and in 1887 was appointed Resident Engineer of the department there, in charge of all river and harbor improvements, public buildings and wharves, the dock at Esquimalt and the telegraph service. He resigned from Dominion service in 1897 on his appointment as Public Works Engineer and Inspector

of Dykes for the Provincial Government, and in 1911 he was appointed Chief Engineer of the Provincial Railways Department. He was President, Canadian Society of Civil Engineers, in 1915, and is ex officio a member of the council of the society. He is also a member of the American Society of Civil Engineers.

Augustine V. Redmond, whose appointment as Division Engineer, Transcontinental Division, Canadian Government Railways, Cochrane, Ont., was announced in our last issue, was born at Kingston, Ont., May 16, 1879, and graduated from Queen's University, Kingston, in April, 1903, with the degree of B.Sc. He entered railway service in May 1903, and was to Dec. 1903, engaged on concrete construction on the C.P.R.; Jan., 1904, to July, 1905, leveller on location surveys, Grand Trunk Pacific Ry.; Aug. 1905 to Oct. 1907, transit man and acting engineer in charge of location surveys, Dis-



W. A. Cooper,
Manager, Sleeping, Dining and Parlor Car and
News Department, Canadian Pacific Railway

trict E, National Transcontinental Ry.; Jan. to Oct. 1908, Resident Engineer on location and construction, Canon City pipe line, Canon City, Col.; Oct. 1908 to Oct. 1909, Resident Engineer, District E, National Transcontinental Ry.; Oct. 1909 to May, 1915, Division Engineer, District E, N.T.R.; June to Sept. 1916, Resident Engineer, District 2, Transcontinental Division, Canadian Government Railways, Cochrane, Ont.; Oct. 1916 to Mar. 1917, acting Division Engineer, Transcontinental Division, C. G. R., Cochrane, Ont.; April to May, 1917, Resident Engineer, District 2, Transcontinental Division, C.G.R., Cochrane, Ont.

Canadian Government Railways Operating Charges.—The House of Commons on July 14, voted \$25,000,000 on account of operating expenses for the current financial year. It was explained by the Minister of Railways that this amount would be distributed as follows: Intercolonial Ry., \$16,000,000; National Transcontinental Ry., \$8,000,000; Prince Edward Island Ry., \$750,000; International Ry. of New Brunswick, \$250,000.

Railway Finance, Meetings, Etc.

Algoma Central & Hudson Bay Ry., Algoma Central Terminals, Ltd.—A circular was issued by the bondholders committee recently to holders of the 5% first mortgage 50 year gold bonds, announcing that the arrangement scheme had been made effective. The accounts for the 21 months of the receivership showed that the net income of the companies, including the deposit and other interest, but before charging bond interest, terminals rent, or providing for depreciation, was \$830,007. From this is to be deducted interest on the equipment trust bonds, \$56,323, leaving \$773,684, or approximately £155,000, from which must be deducted £31,000, being 3% interest payable to A.C.T., Ltd., bondholders for the year ended Aug. 1, 1915, leaving a balance of £124,000 subject to provision for depreciation and contingencies. The committee considered that the balance should be held available in Canada to provide for depreciation, renewals, repairs and contingencies, and that no further payment on account of interest should be made at present on the bonds of the terminal company or of the railway company. The committee reported that it was evident that the undertakings required very careful handling and nursing, and that the next year or two should be devoted to reorganizing the concerns and putting them into a condition to make the best of their opportunities.

Atlantic Quebec and Western Ry.—The first mortgage bondholders are being asked to assent to a modification of their rights, to enable the company to tide over the conditions created by the war. The Quebec Government land grant is part of the bondholders' security, and the cash derived from its sale is paid over to the trustees, who have invested it, and regularly supplement the principal by the annual interest. It is proposed that the interest shall be diverted to help to pay operating expenses, and that what is left should be used in meeting the bond interest. If there is nothing to meet the bond interest, it is suggested that the interest should be waived altogether. It is also suggested that the land grant investments should be realized and the proceeds devoted to the purchase of rolling stock and for other capital purposes.

Pacific Great Eastern Ry.—The British Columbia Minister of Finance was officially notified recently that the P.G.E. Ry. was not prepared to meet the interest on its bonds, guaranteed by the province, falling due July 1. The government has provided the money necessary to pay the interest; about \$423,000. The government had previously paid interest on the guaranteed bonds as follows: Jan. 1916; \$316,016.80; July, 1916, \$315,366.39; Jan., 1917, \$422,444.08.

Timiskaming & Northern Ontario Ry.—Passenger earnings for May, \$57,719.46; freight earnings, \$118,473.50; total earnings, \$176,192.96, against \$54,720.76, passenger earnings; \$119,302.65, freight earnings; \$174,023.41, total earnings, for May, 1916.

White Pass and Yukon Route. Gross earnings from Jan. 1 to June 7, \$290,000 against \$247,837 for same period 1916.

The International Railroad Blacksmith's Association has postponed for a year its annual convention, which was fixed to be held in August at Chicago.