

G. Yallop, for 20 years C.P.R. yardmaster at Toronto Junction, Ont., was entertained at dinner and presented with a purse by C.P.R. employees Aug. 19, on the occasion of his removal to Winnipeg.

Alex. Johnston, who retired from the C.P.R. service in Montreal to take a position on Sir Wm. Van Horne's Cuban railway, recently sailed for England, on leave of absence on account of ill health.

R. Kerr, Passenger Traffic Manager C.P.R., is on a trip to Great Britain in connection with the rearrangement of the company's agencies there, consequent on the taking over of the Atlantic steamers.

H. R. Charlton, Advertising Agent G.T.R., was presented with a cabinet of silver cutlery by the members of the Western Press Association, at the termination of a recently personally conducted tour over G.T.R. territory.

J. E. Dawson, agent of the Great Northern Ry. at Butte, Mont., who died at Butte recently, was about 1874 Superintendent of the Air Line at St. Thomas, Ont., and later on was Assistant Superintendent G.T.R., in London, Ont.

The name of Wm. Whyte, assistant to the President C.P.R., Winnipeg, is mentioned in connection with the position of chairman of the Railway Commission to be appointed by the Government. The position will be worth \$10,000 a year.

T. Williams, Chief Accountant and Treasurer Intercolonial Ry. at Moncton, N.B., has completed 30 years of service on the Canadian Government railways. The first 6½ years of his service was put in on the Prince Edward Island Ry.

T. A. Summerskill, Superintendent of Motive Power Central Vermont Ry., St. Albans, Vt., has fully recovered from the effects of the shots he accidentally received from a neighbor who came in to assist in the capture of a burglar at his residence.

Alex. McFee, ex-President of the Montreal Board of Trade, Montreal, has been elected a member of the Montreal Harbor Commission to represent the Corn Exchange Association, in succession to J. Torrance, Manager of the Dominion Line, whose term has expired.

D. McDonald, who has been appointed assistant General Manager of the Montreal Street Ry., and the Montreal Park and Island Ry., was formerly in the company's service, but for the past three years has been connected with the electric railway system in Paris, France.

The International Longshoremen, Marine and Transport Workers' Association has elected officers, the Canadian representatives among the Vice-Presidents being: J. McLaughlin, Sarnia, Ont., and L. Montmarquette, Montreal. There are nine Vice-Presidents, the Canadians being respectively fourth and fifth.

Sir Daniel Dixon, Lord Mayor of Belfast, Ireland, who was created a baronet during the late visit of the King to Ireland, was created a Knight Bachelor in 1892, being the first Lord Mayor of the city. He is principal owner of the Lord Line of steamers trading between Cardiff and other British ports and Montreal, and owns several sailing vessels trading between Belfast and New Brunswick ports, in which province his firm have large lumber interests.

Morley Donaldson, whose portrait appears on the first page of this issue, was born near Edinburgh, Scotland, May 1, 1851, and entered railway service 1881, as chief draftsman Canada Atlantic Ry., since which he has been consecutively superintendent traffic, superintendent mechanical department, Superintendent, and since April 11, 1898, General Superintendent, entire service with the

Canada Atlantic Ry. He is a member of the Canadian Society of Civil Engineers.

S. B. Kramer, who has been appointed Master of Transportation G.T.R., was born in Maryland Sept. 25, 1865, and entered railroad service 1880, since which his record has been: 1880 to 1886 as messenger boy and operator on the Vandalia Line, in Indiana; 1886 to 1893, train dispatcher Union Pacific Rd.; 1893 to 1899, Chief Train Dispatcher Wabash Rd. at Decatur, Ill.; 1899 to May, 1902, Chief Train Dispatcher Central Vermont Ry.; May, 1902, to Aug., 1903, Chief Train Dispatcher G.T.R. at Montreal.

The New York Times recently printed the following: Sir William Van Horne, chairman of the Canadian Pacific Railroad, was interviewed in New York not long ago by a young gentleman who insisted on treating him like a foreigner. The Montreal capitalist took it as a matter of course until the interviewer asked innocently: "Did you ever have anything to do with our American railroads, Sir William?" The good knight's eyes sparkled as he answered: "Oh, yes. I served on both Alton and Illinois Central." "In what office?" asked the scribe, with pencil ready. "I sold books on Alton and oranges on Illinois Central," said the chairman of the Canadian Pacific quietly; "but that was some little time ago."

David Brown, who has been appointed Manager of the Milwaukee and Michigan Line and the Grand Trunk Despatch at Detroit, Mich., was born at Glasgow, Scotland, Dec. 21, 1843, and entered railway service with the Caledonian Ry. in Scotland, Jan. 1, 1855, serving in various positions to Feb. 28, 1866; since which his record has been: 1866 to 1872, chief clerk general freight department G.T.R. at Montreal; 1872 to July, 1874, General Freight and Passenger Agent, Illinois Midland Rd.; Aug., 1874, to Mar., 1880, Division Freight Agent, Central Vermont Rd.; Mar., 1880, to Dec., 1891, assistant General Freight Agent Chicago and Grand Trunk Ry.; Jan., 1892, to Nov., 1900, General Freight Agent Chicago and Grand Trunk Ry., Cincinnati, Saginaw and Mackinaw Rd., Michigan Air Line, and Detroit division G.T.R.; Dec., 1900, to July 31, 1903, first assistant General Freight Agent, G.T.R., the Chicago and Grand Trunk having been reorganized under the name of the G.T. Western Ry., and is now operated as a part of the G.T.R. system.

Dominion Express Co.

A special circular was issued Aug. 29, from the office of W. F. Stout, Vice-President and General Manager, Toronto, notifying the rearrangement of the territory within which the Company operates into divisions, with superintendents in charge. The following is the new arrangement of territory:—

EASTERN DIVISION.—J. A. Boswell, Superintendent, headquarters at Montreal, Que.; Route Agents—G. E. Whitney, G. W. Liddle and J. R. Haycock. Effective Sept. 1, 1903. The territory comprises all offices on lines of C.P.R. between Ottawa, Ont., and Sault Ste. Marie, Mich., inclusive; between Montreal, Que., and Smith's Falls, Ont., inclusive; between Renfrew, Ont., and Eganville, Ont., inclusive; between Vaudreuil, Que., and Ottawa, Ont., inclusive; between Ottawa, Ont., and Prescott, Ont., inclusive; between Carleton Jct., Ont., and Brockville, Ont., inclusive. Brockville, Westport and Sault Ste. Marie Ry., between Brockville, Ont., and Westport, Ont., inclusive. Green Valley and Alexandria Wagon Route; Vankleek Hill and Hawkesbury Wagon Route; all offices in Provinces of Quebec, New Brunswick, Nova Scotia and the States of Maine and Vermont,

ONTARIO DIVISION.—Employees in this division will report direct to W. S. Stout, Vice-President and General Manager, Toronto. Route Agents—C. A. Dobson, F. G. McKay and D. J. McFeggan. Effective Sept. 1, 1903. Will comprise all offices of this company on lines of C.P.R. west of, but not including Smith's Falls, Ont., to and including Detroit, Mich. All offices on Kings-ton and Pembroke Ry., not including Renfrew, Ont.; Bay of Quinte Ry.; Central Ontario Ry.; Deseronto Navigation Co., between Deseronto and Picton, Ont.; Ivanhoe and Madoc Wagon Route; Ivanhoe and Foxboro Wagon Route; Norwood, Hastings and Warkworth Wagon Route; Picton and Milford Wagon Route; Myrtle, Brooklin, Whitby and Oshawa Wagon route; Havelock and Campbellford Wagon Route. All offices on railway, steamer or wagon routes, south or west of Toronto, including Niagara District, Owen Sound, Teeswater, Wingham, and Elora sections.

WESTERN DIVISION.—G. Ford, Superintendent, headquarters at Winnipeg, Man. Route Agent, John Knox. Effective Sept. 1, 1903. Will comprise all offices of this company on main line of C.P.R., west of, but not including Sudbury Jct., Ont., and east of, but not including Pasqua, Assa. All offices of this company in Province of Manitoba. Offices on C.P.R. in Assiniboia, between Gainsboro and Estevan, inclusive; between Antler and Arcola, inclusive; between Langenburg and Yorkton, inclusive. All offices on Regina and Prince Albert section. All offices in Rainy River District.

PACIFIC DIVISION.—S. T. Stewart, Superintendent, headquarters at Vancouver, B.C. Route Agents—R. E. Helme and A. W. Lee. Effective Sept. 15, 1903. G. Ford, Superintendent, will continue in charge in the meantime. Will comprise all offices on C.P.R. between Moose Jaw and North Portal, Assa., (not including Estevan, Assa.,) and all offices on all railway, steamer or wagon routes west of Moose Jaw, Assa.

The Pan-American Trunk Line.

Further details respecting the projected line from Hudson's Bay to Buenos Ayres are published. The Railway World, of New York, says: "Another great railroad scheme, proposed as a trunk line to connect Hudson's Bay with British Columbia, Buenos Ayres, South America, and having a net-work of branches, was launched the past week when articles of incorporation of the Pan-American Railroad Company, with a capital stock placed at \$250,000,000, were filed at Guthrie, Oklahoma, with the Secretary of that Territory. The purpose of the corporation, it is said, is to build a line of railway extending from Port Nelson, Hudson's Bay, in a southerly direction, crossing the line of the Canadian Pacific, near Winnipeg, Manitoba, through North Dakota, South Dakota, Nebraska, Kansas, Oklahoma and Indian Territory to Galveston, Texas; from Galveston through the Republic of Mexico to the boundary line of Central America, through the isthmus of Panama, thence through the United States of Columbia to Ecuador, and finally through the Republic of Peru to Buenos Ayres on the Atlantic ocean. Also a branch line beginning in the Republic of Peru and extending in a southeasterly direction through Brazil to Rio de Janeiro; also a branch line beginning in the Republic of Peru and extending in a southerly direction through Chili to Valparaiso, on the South Pacific ocean.

"The estimated cost of the Pan-American Railway is \$250,000,000 and the estimated length 10,000 miles. The incorporators are: W. H. Dodge, Stephen A. Sheldon, W. J.