

Rd. and the connections of those companies. The instructions in the Agents' Guide for East-bound traffic, West-bound tariffs, and all percentage divisions of the G.E. Line in effect via Montreal will remain in force until otherwise advised by the Manager of the line. C. A. Hayes, Manager of the National Despatch Line, has been appointed also Manager of the G.E. Line, with office in the Prudential Building, Buffalo, N.Y.

See also National Despatch-Great Eastern Line.

Klondike Mines Ry.—A. Williams, engineer of the White Pass & Yukon Ry., has resigned to enter the service of the Klondike Mines Ry.

Lackawanna-Grand Trunk Line.—A circular issued by the Freight Traffic Manager of the G.T.R. and the Traffic Manager of the Delaware, Lackawanna & Western Rd. states that by agreement the Great Eastern Fast Freight Line has ceased to operate over the Delaware, Lackawanna & Western Rd., and will be confined to the main line of the G.T.R. A new line has been organized, to be known as the Lackawanna-Grand Trunk Line, which will operate a fast freight line service in connection with D.L. & W. Rd. and G.T.R. and their connections between the east and west, via the Niagara frontier, taking the place of that portion of the service formerly operated in connection with the Great Eastern Fast Freight Line. The tariffs, guide books and percentage divisions of the G.E. Fast Freight Line, applying via the Niagara frontier, will be used until superseded by a new issue of the Lackawanna-Grand Trunk Line. W. P. Fitzsimons has been appointed Manager of the Lackawanna-Grand Trunk Line, with office at 406 Mutual Life Building, Buffalo, N.Y.

Manager Fitzsimons announces the following appointments: Chicago, Ill., H. C. Martin, agent, Merchants Loan & Trust Building; Detroit, Mich., A. Z. Mullins, agent, Brush Street Depot; Detroit, Mich., H. J. Taylor, travelling agent, Brush Street Depot; Milwaukee, Wis., C. A. Gormally, agent, Chamber of Commerce. The following representatives of the G.T.R. and Delaware, Lackawanna & Western Rd. will also act as agents of the Lackawanna-Grand Trunk Line: Boston, Mass., J. Gourley, D. L. & W.R. Rd.; Cincinnati, Ohio, A. Gazlay, G.T.R.; Los Angeles, Cal., W. H. Bullen, G.T.R.; Minneapolis, Minn., T. C. Burgess, G.T.R.; New York City, J. H. Crawford, D. L. & W. Rd.; Philadelphia, Pa., R. B. Gordon, agent; San Francisco, Cal., W. O. Johnson, G.T.R.; Seattle, Wash., L. V. Druce, G.T.R.; St. Louis, Mo., F. T. Byrne, G.T.R.

Michigan Central Rd.—H. H. Adams, of Detroit, has been appointed Assistant Engineer, vice W. S. Kinnear, appointed Assistant-Superintendent.

Midland Ry. of Nova Scotia.—R. H. Evans, heretofore of the C.P.R. general freight department at Montreal, has been appointed General Freight Agent of the M.R., with office at Truro, N.S.

National Despatch-Great Eastern Line.—Manager Hayes announces the following appointments:—H. E. Graves, general western agent, Chicago; Jas. I. Deans, agent, Milwaukee, Wis.; C. E. Wagner, agent, Detroit; C. F. Rogers, agent, Kansas City, Mo.; S. R. Stimson, agent, Omaha, Neb.; D. T. Lawrence, New England agent, Boston; R. L. Burnap, agent, National Despatch line, via C. V. Ry., New York City; G. F. Tarbell, foreign freight agent, Boston; C. J. Pierce, east-bound agent, Boston; G. L. Nelson, agent, Portland, Me.; C. D. Waters, St. Johnsbury, Vt.; Geo. Pepall, agent, Toronto. The following representatives of the G.T.R. will also act as agents of the National Despatch-Great Eastern line:—T. C. Bur-

gess, commercial agent, Minneapolis, Minn.; F. T. Byrne, commercial agent, St. Louis, Mo.; A. Gazlay, commercial agent, Cincinnati; W. H. Bullen, Pacific Coast agent, Los Angeles; W. O. Johnson, agent, San Francisco, Cal.; L. V. Druce, agent, Seattle, Wash.

New York Central Rd.—H. D. Carter, heretofore General Agent at Montreal, has been appointed Assistant General Freight Agent, with headquarters at Grand Central Station, New York, for this Co. and the West Shore Rd., succeeding George E. Terry, resigned on account of illness.

F. E. Barbour has been appointed General Agent of the Passenger Department at 2,263 St. Catherine street, Montreal, succeeding H. D. Carter, promoted.

Northern Navigation Co.—G. Ellis has been appointed Travelling Freight and Passenger Agent, with office at Toronto, succeeding F. P. Belcher, transferred to Winnipeg as agent for Manitoba and the N.W.T.

W. H. Smith has been appointed agent at Owen Sound, succeeding his brother, the late H. E. Smith.

Nova Scotia Steel and Coal Co.—J. J. Taylor, formerly of the I.C.R. engineering staff, has been appointed resident engineer of the N.S.S. and C. Co. at North Sydney, N.S.

Rutland Rd.—P. W. Clement, President, and H. G. Smith, Vice-President, have resigned. J. W. Smith, who has been Secretary to the General Manager and acting purchasing agent of the Canada Atlantic Ry. for several years, is reported to have been appointed Purchasing Agent of the Rutland Rd. at Rutland, Vt.

White Pass and Yukon Route.—P. F. Scharschmidt has been appointed Superintendent of the River Division, the British Yukon Navigation Co., Ltd., vice H. Darling resigned.

Woodstock, Thames Valley and Ingersoll Electric Ry.—R. Hill, formerly with the Hamilton Electric Street Ry., has been appointed manager of the W.T.V. and I.E. Ry.

Steamboat Commissions.—Leonard's Railway News says:—"Notice that they will be boycotted if they do not stop paying commissions to railway ticket agents has been served on the lake and river lines by the Anti-Commission Committee, composed of S. M. Felton, President of the Alton Rd.; J. Ramsey, Jr., President of the Wabash; P. Morton, Vice-President of the Santa Fe; J. T. Harahan, Vice-President of the Illinois Central, and J. M. Hannaford, Vice-President of the Northern Pacific. This Committee represents all the important roads in the West, Southwest and Northwest. The ticket agents of these lines have been warned not to accept commissions from the lake or river steamship companies, on pain of being discharged. The railways propose to boycott the steamship lines on freight as well as passenger traffic if commissions are paid to railway ticket agents."

The Ontario Court of Appeal has decided that the amendment to the Assessment Act passed in 1901 has not had the effect of repealing what is called the "scrap iron" clauses of the act as applied to street railway, telephone and other companies operating public franchises. The Toronto assessment authorities, under the amending act of 1901, made a considerable increase in the value of the Toronto Ry. Co., and on the case going before the board of county judges it was held that the new assessment could not be enforced. A similar decision was given by other county judges at Ottawa, and now the Court of Appeal has decided that the assessments of the companies must be reduced to the old figures.

Dominion Express Co.'s Appointments.

Since the "Among the Express Companies" department, on page 181, went to press, we have been advised of the following appointments, in addition to those therein mentioned:—

A. W. Lee, Route Agent, with headquarters at Winnipeg, in charge of all main line offices from Port Arthur, Ont., to Moose Jaw, Assa., inclusive, including all lines in Manitoba, all offices on Portal section, Estevan section, Yorkton section, Arcola branch, Prince Albert branch, and all offices on Canadian Northern Ry.

R. Helme, Route Agent, with headquarters at Nelson, B.C., in charge of all offices west of Moose Jaw to and including Medicine Hat, Assa., all offices on Crow's Nest branch, including offices on North Star branch, Fort Steele, and all offices south of Arrowhead, B.C.

W. J. Kirby, Route Agent, with headquarters at Vancouver, B.C., in charge of all offices on main line west of Medicine Hat, Assa., including Chilliwack, Vancouver, Victoria, Nanaimo, B.C.; Mission branch, Westminster branch, Shuswap and Okanagan Branch, Okanagan lake route, Arrowhead branch, Edmonton branch, Macleod branch (not including Macleod), and all offices in the State of Washington.

C. A. Dobson, Route Agent, with headquarters at Toronto, in charge of all offices between Toronto and Galt, Ont., not including Galt, including points on Guelph branch, Owen Sound section, Teeswater section, Elora branch, and all lines in Niagara district south of Toronto and Hamilton, including Toronto and Hamilton, Hamilton and Burlington, and Hamilton and Dundas lines.

F. G. McKay, Route Agent, with headquarters at London, Ont., in charge of all lines west of and including Galt, Ont., including offices at Preston, Berlin, Hespeler, Waterloo, and all offices on Lake Erie and Detroit River Ry.

G. W. Liddle, Route Agent, with headquarters at North Bay, Ont., in charge of all offices west of Ottawa and east of Port Arthur, including Sudbury, Sault Ste. Marie branch, Eganville branch, Timiskaming and Kippewa branches.

G. E. Whitney, Route Agent, with headquarters at Montreal, in charge of all offices in Vermont and in the province of Quebec, west of and including Sherbrooke.

J. R. Haycock, Route Agent, with headquarters at St. John, N.B., in charge of all offices in the province of Quebec east of Sherbrooke, and all offices in Maine, New Brunswick and Nova Scotia.

M. Beatty & Sons, Welland, Ont., made the following, among other shipments, during the past month: Hoisting engine and special derrick car engine to the Dominion Bridge Co., Montreal; hoisting engine to W. Scully, St. John, N.B.; ballast unloading engine to Cape Breton Ry. Co., Port Hawkesbury, N.S. They have also completed a 2-yard clam derrick with a 110 ft. boom for Phin & Co., to be used for deepening the upper level of the Welland Canal.

The bill approved of by the Senate in 1901, amending the law relating to the granting of charters for the construction of railway companies, was reintroduced this year, and after considerable discussion was withdrawn, it being understood that the Railway Commission to be appointed would deal with the matter. The principal change proposed to be made by the bill was that applicants for charters would have to file plans and profiles of the line proposed to be constructed with their petition.