

Central Vermont Ry.—During the past fiscal year 18.4 miles of new 80-lb. steel rail has been laid between Essex Jct. and North Duxbury on the main line; and the 72 and 75-lb. steel rail taken up has been relaid between Yantic and Orcutt on the Southern division. The roadway generally has been well maintained, and the track between White River Jct. and South Royalton (18.3 miles) has been retied and ballasted with gravel. Wherever new ties are laid in rebuilding and ballasting the track, the number of ties per mile is increased by 300. New steel bridges, replacing old wooden structures, have been put in at 24 points. A new steel bridge has been built over the White river at Hartford. This was the lightest bridge remaining on the line between St. John's and Windsor, and practically completes the extensive expenditures for bridge renewals, which have been made for that portion of the line during the past few years. The completion of this bridge will enable the Co. to operate heavy modern freight locomotives of large capacity through between St. John's and White River Jct.

RAILWAY APPOINTMENTS, ETC.

Algoma Central and Hudson's Bay Ry.—J. Bourke has been appointed Auditor of Freight and Passenger receipts, with office at Sault Ste. Marie, Ont., vice W. O. Smith resigned.

Canadian Pacific.—On Feb. 12, 1900, the directors passed a by-law providing that at the first meeting of the board after each election they should elect from their number a Chairman of the Board, a President and a Vice-President for the ensuing year. The by-law also provides that the board may appoint two or more vice-presidents to be called 2nd vice-president, 3rd vice-president and so on, no one of whom need necessarily be a member of the board of directors. The office of Vice-President has not been filled, and the President, Sir Thos. Shaughnessy, states that it will not be filled.

In April, 1900, D. McNicol, who up to that time had been Assistant General Manager, was appointed 2nd Vice-President and General Manager. He has charge of the operation of the road.

On Dec. 9, 1901, the 3rd and 4th vice-presidencies were filled by the appointment of I. G. Ogden, Comptroller of the Co., to be 3rd Vice-President in charge of the financial and accounting department; and by the appointment of G. M. Bosworth, Freight Traffic Manager, to be 4th Vice-President in charge of the traffic department, including both freight and passenger traffic.

In an interview Sir Thos. Shaughnessy said: "We are getting a very large establishment with a great variety of interests, and the idea is to have officers holding the position of Vice-President and heads of departments report to and advise with the President."

The Fredericton branch of the Atlantic division has, since Dec. 1, 1901, been operated under W. K. Thompson, Superintendent at Brownsville Jct., Me., instead of under D. W. Newcombe, Superintendent at Woodstock, N.B., as formerly.

G. E. Graham, who has been appointed Supervisor of Weighing, with office at Montreal, has general supervision of weighing of all car load freight on Co.'s track scales, also weighing all freight in freight sheds. He does not now act as station inspector.

F. J. Macoun, who was recently appointed town ticket agent at Walkerton, Ont., to succeed W. G. Stovel, deceased, decided not to take the position, but to remain as accountant of the Bank of Commerce at Walkerton. T. E. Attwood has therefore been appointed.

T. Hay, heretofore Superintendent at North Bay, has been appointed Superintendent of the portion of the Lake Superior division be-

tween White river and Cartier, including Cartier terminals, with office at Chapleau.

C. Murphy, heretofore Superintendent at Chapleau, has been appointed Superintendent of the portion of the Lake Superior division east of Cartier, including Soo branch and Chalk river terminals, with office at North Bay.

The following paragraph appeared in our last issue in error, under the head of Minneapolis, St. Paul and Sault Ste. Marie Ry., instead of under the C.P.R.:—"H. J. Cambie continues as Engineer-in-Charge of the Pacific division, reporting directly to and representing the General Superintendent in all matters affecting the engineering department of the division."

W. Stitt, heretofore Assistant General Passenger Agent of the Western division at Winnipeg, has been appointed General Passenger Agent Canadian-Australian R.M.S. line, and C.P.R. Co., at Sydney, New South Wales.

G. D. Robinson, heretofore Export Clerk at St. John, N.B., has been appointed Travelling Freight Agent for New Brunswick, east of St. John; Nova Scotia, and Newfoundland, succeeding D. Sutherland, appointed General Freight Agent, Newfoundland Ry.

Central Vermont Ry.—J. Alex. Hutchison, Chief Surgeon of the G.T.R., has also been appointed Chief Surgeon of the C.V.R., with office at St. Albans, Vt.

Grand Trunk.—C. M. Hays has been appointed 2nd Vice-President and General Manager, succeeding G. B. Reeve.

Walter Lindley, having resigned his position as Secretary, has been succeeded by the Assistant Secretary, H. H. Norman; H. Dear succeeding Mr. Norman as Assistant Secretary.

W. H. Bullen has been appointed Pacific Coast Agent with headquarters in the California Bank building, Los Angeles, Cal., succeeding W. F. Botsford, resigned. Mr. Bullen is primarily appointed in connection with freight traffic, and has no special duties in connection with the passenger department.

S. T. Baldwin, Travelling Freight Agent, having resigned to join the service of the Delaware and Hudson Canal Co. at Philadelphia, has been succeeded by F. J. Henstridge, formerly Contracting Agent of the G.T.R. in Montreal. R. C. Manson, Assistant Rate Clerk in the general freight department, has been appointed Contracting Freight Agent for Montreal.

C. N. Cummer has been appointed Chief Dispatcher on the main line, Port Huron to Battle Creek, Mich., with office at Battle Creek, vice W. B. Allan, resigned. G. W. Gillespie has been appointed Chief Dispatcher, C.S. & M., Durand to West Bay City, with office at Durand, Mich.

Kingston and Pembroke Ry.—Following is the official list up to date: President, H. M. Folger; Vice-President and General Manager, C. W. Spencer; Secretary-Treasurer, J. Whitebread, who is also acting as Auditor; General Freight and Passenger Agent, F. Conway; General Superintendent, F. A. Folger, Jr.; Chief Engineer, T. W. Nash; Supt. of Motive Power, F. Clark; Car Accountant, B. H. Campbell; Roadmaster, W. Erwin.

Lake Erie and Detroit River Ry.—T. Marshall, heretofore Assistant General Freight and Passenger Agent, has been appointed General Freight and Passenger Agent, with office at Walkerville, Ont.

O. McKay, heretofore Engineer, has been appointed Chief Engineer, with office at Walkerville, Ont.

Midland Ry. of Nova Scotia. The following are the officers:—President, W. Strachan, Montreal; Vice-President, A. Putnam, Halifax, N.S.; Secretary, A. M. Wovenden, Montreal; General Manager, H. V. Harris, Truro, N.S.

Newfoundland Ry.—H. A. Morine, heretofore Freight and Passenger Agent, has been appointed General Freight and Ticket Agent, with office at St. John's, Nfld.

Douglas Sutherland, heretofore Travelling Freight Agent for the C.P.R. at St. John, N.B., has been appointed General Freight Agent of the Newfoundland Ry., with office at St. John's Nfld.

Quebec Southern and South Shore Rys.—The Quebec Southern Ry. Co., has assumed the control and management of the East Richelieu Valley and the United Counties Rys. The Co. is now operating 156 miles, and it is expected that at an early date the necessary legal power will be granted the Q.S.R. Co. to use its name only and to drop the name of the South Shore Ry. Co.

H. A. Hodge has resigned his position as Traffic Manager of the Rutland Rd., to devote his whole time to his duties as President of the Quebec Southern and South Shore lines, with office at Montreal.

A. H. Harris has been appointed Traffic Manager of the Quebec Southern and South Shore lines, with office at Montreal.

F. D. White has been appointed Secretary-Treasurer of the South Shore Ry., with office at Rutland, Vt.

G. W. Bartlett has been appointed General Superintendent of the Quebec Southern and South Shore lines, with office at Sorel, Que., reporting to the President.

Rutland Rd.—H. A. Hodge having resigned to devote his whole time to his duties as President of the Quebec Southern Ry., the following appointments have been made:—

G. Cassidy, General Freight Agent, has been made Freight Traffic Manager and will have jurisdiction over all the traffic of the Rutland system.

F. Owen, heretofore General Freight Agent of the Rutland Transit Co., has been made Assistant Freight Traffic Manager and will have direct charge of lake and rail traffic.

F. T. Goodman, heretofore of the New York Central Rd. at Troy, has been appointed General Freight Agent, with exclusive control of rail traffic.

C. B. Hibbard, General Passenger Agent, has been appointed Passenger Traffic Manager.

Temiscouata Ry.—As some changes have recently been made we give the official list up to date as follows:—President, F. Grundy; General Manager and Secretary, D. B. Lindsay; Superintendent and Engineer, G. G. Grundy; Car Accountant, F. J. Boudreau; Foreman Loco. and Car Repairs, W. J. Walsh; Trackmaster, W. E. McEwen. The address of F. Grundy is Sherbrooke, Que., the other officials are at Riviere du Loup, Que.

Wabash Rd.—W. P. Sargent, New England Freight Agent, Boston, Mass., has, subject to the supervision of H. B. McClellan, General Eastern Agent at New York, jurisdiction over freight from Quebec, New Brunswick and Nova Scotia. J. J. Mossman, Divisional Freight Agent at Buffalo, N.Y., has jurisdiction over freight from Ontario east of the St. Clair river.

The Halifax, N.S., Board of Trade on Dec. 5, passed a resolution favoring the transfer of the management of the Intercolonial Ry to the C.P.R. Co., providing that such arrangements could be made with that Co. as would, while retaining Government ownership of the road, promote local traffic and lead to the development of Canada in export and import business through the ports of Quebec, St. John, N.B., Halifax and Sydney, N.S. The resolution has been freely discussed in the press, and by boards of trade, but without meeting with much support.