

elected a director G.T.R., succeeding the late Lord Welby.

T. RODGER, heretofore Supervisor of Telegraphs, Grand Trunk Pacific Telegraph Co., Montreal, has been appointed Superintendent of Telegraphs, G.T.R. System. Office, Montreal.

R. WRIGHT has been appointed Division Agent, Ontario Lines, vice G. A. Stokes, who was appointed Superintendent, Sarnia Tunnel Terminals, Port Huron, Mich., in Nov. 1915. Office, Toronto.

S. R. JOYCE, heretofore ticket clerk in the City Ticket Office, Toronto, has been appointed Travelling Passenger Agent there, vice Jas. Anderson, promoted.

JAMES ANDERSON, heretofore Travelling Passenger Agent, Toronto, has been appointed City Passenger and Ticket Agent, Hamilton, Ont., vice C. R. Morgan, who has enlisted for military services overseas.

S. E. DEWEY, heretofore Commercial Agent, New York, has been appointed General Eastern Freight Agent, there, with territory as covered by him as Commercial Agent. The positions of General Agent and Commercial Agent have been abolished. We are officially advised that the position of General Agent, Passenger Department, New York, held by F. P. Dwyer, remains as before.

E. J. WEARING, heretofore Passenger Agent, G.T.R., and acting General Agent, Canadian Express Co., Liverpool, Eng., has been appointed General Agent, G.T.R. System, Central Vermont Ry., and Canadian Express Co., vice W. Cuthbertson deceased. Office, 20 Water St., Liverpool.

Grand Trunk Pacific Ry.—J. ABBOTT, heretofore Chief Dispatcher, Regina, Sask., has been appointed Assistant Superintendent there. The name was given as J. Brewer in error in our last issue.

B. B. EIDSON, heretofore Road Foreman of Locomotives, Smithers, B.C., has been appointed Road Foreman of Locomotives, Regina, Sask. No successor has been appointed at Smithers, B.C.

C. A. MUNRO, heretofore Car Foreman, Edson, Alta., has been appointed Car Foreman, Melville, Sask., vice W. Mills, resigned.

B. WOODCOCK, heretofore Car Inspector, Melville, Sask., has been appointed Car Foreman, Edson, Alta., vice C. A. Munro, transferred.

J. MORIARTY, heretofore Roadmaster, Edson, Alta., has been appointed Roadmaster, Subdivision 11 and 12, Endako, B.C., vice J. A. McM. Brown, resigned.

Michigan Central Rd.—A. K. MASTERS has been appointed Freight Claim Agent, and F. B. McILVAINE has been appointed Assistant Freight Claim Agent, Detroit, Mich.

National Transcontinental Ry.—A. DEVINE, heretofore District Master Mechanic, Districts 1 and 2, Cochrane, Ont., has been appointed District Master Mechanic, District 1. Office, Parent, Que.

JAMES CLARK has been appointed Locomotive Foreman, Parent, Que.

J. E. RIOUX has been appointed acting Roadmaster, Doucet Subdivision, Doucet, Que.

J. J. DOONER has been appointed acting Roadmaster, Parent Subdivision, Doucet, Que.

J. R. CASSIDY, heretofore acting Roadmaster, Parent, Que., has been appointed acting Roadmaster, Fitzpatrick Subdivision, Fitzpatrick, Que.

J. E. SIMPSON, heretofore Road-

master, Parent, Que., has been appointed acting Roadmaster, Quebec Subdivision, Fitzpatrick.

A. J. ROBERTS, heretofore Locomotive Foreman, Transcona, Man., has been appointed District Master Mechanic, District 2, vice A. Devine, District Master Mechanic, Districts 1 and 2, whose jurisdiction is now confined to District 1. Office, Grant, Ont.

C. H. MOULTON, heretofore acting Road Foreman of Locomotives, District 3, Redditt, Ont., has been appointed Locomotive Foreman, Transcona, Man., vice A. J. Roberts promoted, and his former position has been abolished.

Wabash Ry.—F. H. TRISTRAM, heretofore Assistant General Passenger Agent, Ill., has been appointed General Passenger Agent. Office, St. Louis, Mo. J. S. WALSH, Jr., has been appointed Industrial Agent. Office, St. Louis, Mo.

**Dominion Government Elevator at Calgary.**—The Minister of Trade and Commerce, in response to questions in the House of Commons, Feb. 3, gave details of the operation of the Dominion Government grain elevator at Calgary, Alta., as follows: It was opened to receive grain, Aug. 27, 1915, and from that date to Dec. 31, received 185,455 bush. It has a total capacity of 2,500,000 bush. The intention is that the elevator shall serve all territory from which grain can be shipped economically by the Pacific Ocean, either to the Orient, or Europe by way of Cape Horn or through the Panama Canal. It is also for storage purposes, cleaning and treatment, and was not intended primarily for the shipment of grain east. Up to Jan. 14, 248,367 bush. of grain had been received.

It is announced that Canadian Government Railways is making a division of its telegraph lines along the Intercolonial Ry. so that certain wires may be used exclusively for railway purposes, and others exclusively for commercial purposes. It is stated that the work of division has been under way for some time, and will be completed early in March. The commercial business is operated under lease by the Great North Western, and Western Union Telegraph Companies.

The Toronto, Hamilton & Buffalo Ry. has ordered 780 tons of 100 lbs. steel rails and 315 tons of 80 lbs., from the Algoma Steel Corporation. Delivery is to be made during April and May. The 100 lbs. will be used for relaying on the east mountain section and the 80 lbs. for relaying on other parts of the line. The released rails will be used for siding purposes. (Feb., pg. 50.)

**Quebec Central Ry. Offices Burned.**—Fire broke out in the Quebec Central Ry. offices at Quebec, Que., Feb. 15, and considerable damage was done to the building and contents, all of which, it is said is covered by insurance. The fire started in the upper story of the south wing, and spread throughout the building. Most of the valuable property in the building was saved.

**Canadians Woods for Railway Work.**—The Canadian Pacific Ry. management, in order to encourage the use of Canadian woods for interior decorations, has decided to use Canadian forest products exclusively for the interior finish of its buildings and passenger cars.

**G.T.R., vs Pere Marquette.**—The Grand Trunk has issued a writ at Osgoode Hall, Toronto, against the Pere Marquette Rd., claiming \$16,506 for the use of the G.T.R. station at London from Jan. 1909, to June, 1915.

**Steam Railway Track Laid in 1915.**

Since the issue of our February number we have received further information as to tracklaying done on Canadian Northern Ry. western lines, which adds 15.64 miles to the figures given before, making the total mileage of track laid by C.N.R. lines during the year 247.88 instead of 232.24. This alters the total for the Dominion to 729.90 miles; and increases the mileage laid in Alberta from 299.60 to 315.24 miles.

The mileage laid in the several provinces in comparison with that laid in 1914 was:—

	Miles.	Miles.
<b>Alberta and Great Waterways.</b>		
Mileage 78 to 174.5, Alberta.....	96.50	
<b>Canadian Northern System.</b>		
Canadian Northern Quebec—		
Arundel to Rouge River, Que..	2.00	
Canadian Northern—		
Grand Marais to Victoria Beach, Man. ....	14.07	
Canora to Sturgis, Sask.....	21.44	
Bienfait to Estevan, Sask.....	8.91	
Elrose to Eston, Sask. ....	34.81	
Peace River Line .....	2.15	
Canadian Northern Sask. Ry.—		
Wroxton to Willowbrook, Sask.	41.01	
Canadian Northern Western Ry.—		
Camrose southeasterly .....	56.49	
Canadian Northern Pacific.—		
Gladwin to bridge 4 .....	32.00	
Bridge 5 to bridge 7. ....	8.00	
Hells Gate to Goose Creek, mileage 370 to 382 .....	12.00	
Mileage 382 to 397 .....	15.00	
	—	247.88
<b>Canadian Pacific.</b>		
Coronation, Sask., west .....	0.75	
Foremost to Pakowki, Alta. ....	22.30	
	—	23.05
<b>Central Canada.</b>		
McLennan to Heart River, Alta. ....	47.60	
<b>Edmonton, Dunvegan and British Columbia.</b>		
Mileage 246.7 to 336.9 .....	90.20	
<b>Essex Terminal.</b>		
Near Sandwich to Ojibway, Ont..	1.00	
<b>Grand Trunk Pacific.</b>		
Track on Saskatchewan River bridge, Prince Albert Branch..	0.20	
<b>Halifax South Western.</b>		
Jordan Falls Station to Jordan Falls, N.S. ....	1.29	
<b>Hudson Bay (Dominion Government.)</b>		
Mileage 197.4 to 241.24 .....	43.84	
<b>Intercolonial.</b>		
Connection with National Transcontinental, Moncton .....	0.85	
Dartmouth branch—Edenbrook to Upper Musquodoboit, N.S. ....	17.00	
	—	17.85
<b>Kettle Valley Lines.</b>		
Between Midway and Merritt, B.C.	31.00	
Coquihalla River Section .....	33.00	
	—	64.00
<b>Pacific Great Eastern.</b>		
D'Arcy to Clinton, B.C. ....	81.20	
<b>Quebec Central.</b>		
From mileage 5 east of St. Camille to English Lake .....	14.00	
<b>St. John and Quebec.</b>		
From Fredericton, N.B., south....	1.29	
Total .....	729.90	
	1915.	1914.
Alberta .....	315.24	513.12
British Columbia .....	212.20	679.26
Saskatchewan .....	107.12	215.97
Manitoba .....	57.91	300.15
Nova Scotia .....	18.29	47.80
Quebec .....	16.00	52.51
New Brunswick .....	2.14	29.99
Ontario .....	1.00	200.01
Prince Edward Island .....		2.50
Miles .....	729.90	2,041.31

**U. S. Census Figures**—Reference was made in Canadian Railway and Marine World for Feb., pg. 61, to Canada's remarkable tracklaying record, and comparison was made with the tracklaying in the U.S., using census figures to obtain certain averages. It was stated that the population of the U.S., according to the census of 1910, was 99,451,000. These figures were obtained from a semi-official source, but it has been discovered that a mistake was made, the figures of the 1910 census showing a population of 91,972,266.