

TRANSPORTATION APPOINTMENTS.

Canadian Pacific Ry.—W. H. Kelson, General Storekeeper, Montreal, has resigned.

G. C. Wells, heretofore chief clerk, Passenger Traffic Manager's office, Montreal, has been appointed Assistant General Passenger Agent, Eastern Lines. Office, Montreal.

F. R. Perry has been appointed acting District Passenger Agent for Nova Scotia, New Brunswick, Prince Edward Island, Quebec, from St. Charles and east; Newfoundland, the State of Maine, from Oldtown north, including the C.P.R. short line through Maine, and the Washington County Ry., succeeding C. B. Foster, promoted. Office, St. John, N.B.

R. L. Thompson, of the Passenger Traffic Manager's staff, has been appointed chief clerk, succeeding G. C. Wells, promoted.

G. J. P. Moore, of the General Passenger Department, has been appointed Travelling Passenger Agent, succeeding A. E. Lalande, promoted. Headquarters, Montreal.

A. E. Lalande, heretofore Travelling Passenger Agent at Montreal, has been appointed Acting City Passenger Ticket Agent at Montreal, succeeding W. F. Egg, resigned on account of ill-health.

C. B. Foster, heretofore District Passenger Agent, St. John, N.B., has been appointed District Passenger Agent for Ontario west of and including Kingston and Sharbot Lake, to Detroit, Mich., and south of North Bay, and Detroit City, Mich., succeeding A. H. Notman, Assistant General Passenger Agent, deceased. Office, Toronto.

The jurisdiction of J. Brownlee, Superintendent district 4, Central Division, at Moose Jaw, Assa., has been extended over the branch from Arcola to Regina, Assa., recently opened, and which will be known as the Regina section.

H. C. Groat, heretofore Resident Engineer in charge of grade reductions, Farnham to Newport, Que., has been appointed Resident Engineer, district 1, Ontario Division, succeeding A. G. Ardagh, transferred. Office, North Toronto.

A. G. Ardagh, heretofore Resident Engineer, district 1, Ontario Division, has been appointed to district 2, same division, succeeding C. B. Brown, transferred to Calgary, Alta. Office, Union Station, Toronto.

O. O. Winter, heretofore Assistant Superintendent in charge of Winnipeg terminals, has been appointed Superintendent district 1, Central Division, at Fort William, Ont., succeeding F. Dillinger, resigned.

Grant Hall, who has been appointed Assistant Superintendent of Motive Power, Western Lines, will have direct charge of mechanical matters on the western lines outside of Winnipeg shops. The Master Mechanics will report to him direct, and he in turn will report to W. Cross, Assistant to the Second Vice-President.

E. B. Kenrick has been appointed Water Analyst for Western Lines, with headquarters at Winnipeg. He will report to the Assistant Chief Engineer at Winnipeg and perform such duties as are assigned to him.

J. L. Audrain, heretofore Station Agent, Winnipeg, has been appointed Assistant Superintendent district 2, Central Division, in charge of Winnipeg terminal, succeeding O. O. Winter, promoted.

J. H. Anthony has been appointed General Air Brake Inspector for western lines. He reports to Master Mechanics upon their respective divisions, and to the Assistant to the Second Vice-President. Office, Winnipeg, Man.

A. Belbeck, heretofore Trainmaster district 4, Central Division, has been appointed Assistant Superintendent, same district. Office, Moose Jaw, Assa.

C. B. Brown, heretofore Resident Engineer district 1, Ontario Division, has been appointed to a similar position on the Central Division. Office, Calgary, Alta.

A. B. Calder, heretofore Travelling Passen-

ger Agent, Seattle, Wash., has been appointed General Agent, Passenger Department, there, and not city ticket agent, as stated in our last issue.

Intercolonial Ry.—A. B. McHaffie, Master Mechanic of the Moncton locomotive shops, has been also given jurisdiction over the Moncton car shops, which were until recently in charge of a Master Car Builder.

Master Mechanic N. L. Rand's jurisdiction has been extended to the east end of Campbellton yard, and he also takes charge of the car department on the various districts over which he has control outside of Moncton.

Kingston and Pembroke Ry.—McNaughton has been appointed Auditor, succeeding J. H. Black, resigned. Office, Kingston, Ont.

Lake Superior Corporation.—W. N. Sawyer, of Pittsburg, Pa., has been appointed General Manager, succeeding C. Shields, deceased.

Ottawa and New York Ry.—The office of Assistant General Freight Agent, heretofore held by G. A. Brown, who has been appointed to a position with the Board of Railway Commissioners, has been abolished. The duties heretofore discharged by G. A. Brown have been assumed by G. H. Phillips, General Freight Agent.

Quebec Southern Ry.—P. C. Lalonde, Superintendent South Shore division, having resigned, the jurisdiction of R. A. Trudeau, heretofore Superintendent, has been extended.

Reld Newfoundland Co.—F. C. Bryant, heretofore General Freight and Passenger Agent, Jonesboro, Lake City and Eastern Rd., Jonesboro, Ark., has been appointed Travelling Passenger Agent of the Nfld. Ry., succeeding H. E. Heustis.

Transcontinental Ry. Commission.—A. L. Ogilvie, heretofore Superintendent of Public Works, Ottawa, has been appointed Purchasing Agent and Storekeeper for the Commission. Office, Ottawa, Ont.

A. T. Gow, heretofore chief clerk in the Canada Atlantic Ry.'s audit office, is reported to have been appointed chief accountant for the Commission.

Union Pacific Rd.—J. W. Goodsell, heretofore Travelling Passenger Agent, at St. Paul, Minn., has been appointed to a similar position at Toronto, succeeding H. F. Carter, who has taken over the district heretofore in charge of Mr. Goodsell.

In the trial of the main action respecting the sale of limited tickets at eight for 25c. on the Hamilton Street Ry. Co.'s cars, judgment has been given favoring the contention of the city council, and directing the company to sell working men's to any person wishing to purchase the same. The company pleaded that the agreement with the city was ultra vires, that its act gave power to make by-laws respecting fares, and that the agreement had not been confirmed by the Legislature.

The Interborough Rapid Transit Co., of New York, has issued a volume commemorative of the completion of the subway in that city. The subway is one of the notable pieces of engineering enterprise of the time, and in the matter of equipment, etc., possesses features of importance to those interested in electrical transportation in congested centres. The book, which extends to 154 pages, 10 by 13½, details the whole work from its inception, to the granting of the charter, and the subsequent construction of the subway. It contains illustrations showing the general plan of the route, the difficulties of construction, the power house, the system of electrical supply, the cars and their equipment, together with everything else that goes to make a complete system. A list of the officers of the company, of the engineers and contractors, is also given.

C.P.R. Earnings, Expenses, Etc.

Gross earnings, working expenses, net profits, increases or decreases over 1903, from July 1, 1904:—

Earnings.	Expenses.	Net Profits.	Increase or Decrease.
July \$4,398,833.95	\$2,949,181.81	\$1,449,652.14	\$131,125.02+
Aug. 4,474,237.64	2,946,307.21	1,527,930.43	93,827.93+
Sept. 4,220,876.03	2,952,068.47	1,268,807.56	66,541.75+

\$13,093,947.62 \$8,847,557.49 \$4,246,390.13 \$291,494.70+

Approximate earnings for Oct., \$4,725,000, against \$4,475,000 for Oct. 1903.

DULUTH, SOUTH SHORE AND ATLANTIC Ry.—Gross earnings for Sept., \$239,150.50; net earnings, \$90,596.73 against \$239,411.99 gross and \$78,442.10 net for Sept. 1903. Net earnings for three months ended Sept. 30, \$269,221.63, against \$291,040.10, for same period, 1903. Approximate earnings for Oct. \$234,014 against \$217,730 for Oct., 1903.

MINERAL RANGE Ry.—Approximate earnings for Oct., \$65,000, against \$55,761 for Oct., 1903.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE Ry.—Gross earnings for Sept., \$772,595.42; net earnings \$432,070.23, against \$736,602.79 gross and \$430,845.87 net for Sept., 1903. Net earnings for three months ended Sept. 30, \$1,001,500.84, against \$1,000,401.13 for same period 1903. Approximate earnings for Oct., \$905,650, against \$792,934 for Oct., 1903.

Grand Trunk Ry. Earnings, Expenses, &c.

The following statement of earnings, supplied from the Montreal office, includes the G.T. of Canada, the G.T. Western, and the Detroit, Grand Haven & Milwaukee Rys.

	1904.	1903.	Increase.	Decrease.
July.....	\$3,013,149	\$3,102,608		\$179,459
Aug.	3,108,137	3,201,511		93,374
Sept.	3,182,972	3,274,245		91,273
Oct.	3,174,437	3,222,750		48,313
	\$12,478,695	\$12,801,114		\$412,419

TRAFFIC RECEIPTS OF THE SYSTEM.

Aggregate from July 1 to Oct. 31:

	1904.	1903.	Increase.	Decrease.
Grand Trunk.....	\$2,108,650	\$2,148,658		\$40,008
G. T. Western.....	344,798	490,587		55,789
D. G. H. & M.....	110,665	99,614	\$11,051	
Total.....	\$2,564,113	\$2,648,859		\$84,746

Immigrant Passenger Rates.—At the quarterly meeting of the Transcontinental Passenger Association, recently held at St. Louis, Mo., the action of the C.P.R. in reducing rates on immigrant traffic was discussed and the matter referred to a committee of the northern transcontinental lines. This committee will endeavor to induce the C.P.R. to rescind its action. The C.P.R., according to the opinion of U.S. passenger officials, has placed an unnecessarily strict interpretation upon the Railway Act of Canada, making the act an excuse for reducing immigrant rates, when nothing in the act, or in the attitude of the Canadian Commission can, it is contended by the U.S. lines, be construed as making the reduction necessary. The C.P.R.'s proposed tariff reduces the transcontinental rate \$2.35 to Vancouver and \$1.80 to Nelson, B.C. If U.S. lines were compelled to meet this rate a greater extent of intermediate point territory would be affected than on the Canadian roads, with resultant reduction of revenue, and the U.S. roads are therefore anxious to have the rates maintained.

Concordance of the Railway Act.—Until the passing of the Railway Act of 1903, Vaughan's Index to the Railway Acts of Canada, published in 1898, was a work to which frequent reference was made by those interested in railway matters who desired to find out just what the law said on any matter of importance to the railway companies in their corporate capacities or in regard to their dealings with the public. The new railway act brought into existence the Board of Railway Commissioners, a body invested with all the powers of a superior court, and empowered to deal with railway companies from the time when application is made to parliament for an act incorporating a company to construct a railway, to the time when a company passes out of existence, either by absorption by another company, or has to be wound up on