

ing the appointment of a successor to the late J. A. Riddell.

F. GOULD, heretofore Travelling Freight Agent, Toronto, has been appointed City Freight Agent, there, vice E. R. Thorpe, resigned to enter Lehigh Valley Rd. service.

S. HAZZARD, heretofore conductor on Ontario Lines, has been appointed General Yardmaster, Brockville, Ont., vice C. F. McEwan, assigned to other duties.

W. H. HOWARD has been appointed Special Agent, Montreal Division, Eastern Lines, vice J. McVeigh, resigned. Office, Montreal.

W. J. LITTLE, heretofore Trainmaster, Districts 13 and 14, Barrie Division, Ontario Lines, Allandale, Ont., has been appointed Trainmaster, Districts 11 and 12, Barrie Division, Ontario Lines, vice W. J. Piggott, whose appointment as Superintendent, Stratford Division, Ontario Lines, Stratford, Ont., was announced in our last issue. Office, Allandale, Ont.

G. McBRIDE, heretofore night foreman, York, Ont., has been appointed Locomotive Foreman, Allandale, Ont.

A. B. McNAUGHTON, Superintendent, Portland Division, Portland, Me., has been given jurisdiction over all matters pertaining to maintenance of way on the division. B. Wheelwright, heretofore Engineer, maintenance of way, having resigned. The latter position has been abolished.

W. J. MATHISON has been appointed Trainmaster, District 16, District 17, Hamilton to Niagara Falls, District 19, Port Dalhousie to Port Robinson and Welland Jct., to Port Colborne, vice W. Hall, deceased. Office, Hamilton, Ont.

R. F. NICHOLSON has been appointed Assistant Engineer, Portland Division. Office, Portland, Me.

W. K. ROGERS, heretofore dispatcher, London, Ont., has been appointed night chief dispatcher there, vice W. M. Doherty, promoted.

A. L. SHANLEY has been appointed Industrial Agent, Western Lines. Office, Detroit, Mich.

A. E. SHARPE, heretofore Chief Dispatcher, London, Ont., has been appointed Trainmaster, Districts 13 and 14, Barrie Division, Ontario Lines, vice W. J. Little, transferred. Office, Allandale, Ont.

JNO. A. WRIGHT, formerly chief clerk to General Foreign Freight Agent, Montreal, and during the past year loaned to Canadian Wheat Board, has been appointed Assistant Foreign Freight Agent, G.T.R. Office, Montreal.

Great Northern Ry.—E. A. DYE, heretofore General Agent, Chicago North Western Ry., Vancouver, B.C., is reported to have been appointed District Freight and Passenger Agent, G.N.R., there, vice H. E. Watkins, transferred.

H. E. WATKINS, District Freight and Passenger Agent, Vancouver, B.C., is reported to have been transferred to Toronto.

New York Central Rd.—FRANK FOY, formerly Canadian Passenger Agent, and who, since the closing of United States railway offices in Canada, has been acting as Passenger Agent at different points in New York State, has again been given charge of Ontario territory, with headquarters, for the present, at Buffalo, N.Y.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—J. C. PETERSON has been appointed General Agent, Winnipeg, Man.

Pacific Great Eastern Ry.—G. E. MacDonald, General Manager, has resigned,

as reported in our last issue. The appointment of a successor had not been considered when we were advised at the middle of April.

Union Pacific Rd.—L. J. CANFIELD has been appointed General Agent, Calgary, Alta.

J. H. CUNNINGHAM has been appointed General Agent, Vancouver, B.C.

Increases in Sleeping and Parlor Car Rates.

A 20% increase in sleeping car fares, to meet an increase of from 100 to 200% in the cost of these services, will be effective on May 1, between points in the United States and on international traffic between Canada and the United States, and probably shortly thereafter between points in Canada.

The rates paid for sleeping car berths, and parlor car seats, except for the war tax, are to-day practically the same as 20 years ago. In 1911, sleeping and parlor car rates were adjusted to a standard basis per mile, involving certain slight advances, and certain slight decreases, but no general advance was made.

During the war, material for new cars could not be provided. Today, there is a marked shortage of sleeping and parlor car equipment, and the railways must provide many new cars. A sleeping car which could be obtained in pre-war days for \$20,000 now costs from \$45,000 to \$50,000. The linen, of which there must be a big supply, now costs more than four times what it did in pre-war days. All the incidentals that enter into the cost of upkeep have doubled or trebled. The cost of operation is three times what it was 10 years ago.

By the new tariffs the minimum charge for a lower berth in standard, or first class, sleeping car is set at \$2, for an upper, \$1.60, for a drawing room \$7, and for a compartment \$6, and the existing fares are raised about 20%. This means that, in the new tariffs the lower berth fare between Toronto and New York will be \$3, between Toronto and Detroit \$2, both effective May 1, and, when the advance becomes effective between points in Canada, the lower berth fare between Toronto and Montreal will be \$2.50, between Toronto and Ottawa \$2, and between Toronto and Winnipeg \$9. The new berth fares will be 80% of these figures, respectively. The minimum charge for a parlor car seat is fixed at 50c., which is felt to be a reasonable charge for the accommodation offered, but no other advances are proposed in parlor car fares.

See Board of Railway Commissioners' general order 292, on another page of this issue.

Railways Department Estimates for 1920-1921.

The estimates for the year ending Mar. 31, 1921, submitted to the House of Commons recently, contain the following items:—

Chargeable to Capital, \$23,346,695.

Canadian Government Rys.—Construction and betterments (to be expended under the direction of and upon such terms and conditions as the governor in council may from time to time provide). \$6,321,194, including a revote of \$5,036,005 unexpended balance of the 1919-1920 appropriation of \$11,121,681.

Miscellaneous railway equipment—To acquire directly or indirectly, or to assist in acquiring during the current fiscal year, railway equipment and materials for the purposes and upon the terms (save as herein varied) mentioned in the Statutes of 1918, chap. 38. The assistance herein pro-

vided may be by way of advances to the Canadian National Rolling Stock Co., or any company comprised in the Canadian Northern Ry. or by way of equipment or materials acquired by the Minister. \$16,925,501, including a revote of \$3,603,322 unexpended balance of the 1919-1920 appropriation of \$35,000,000.

Hudson Bay Ry., Port Nelson Terminals, \$100,000, including revote of \$70,000 unexpended balance of 1919-1920 appropriation of \$100,000.

Chargeable to Income, \$49,147,173.33.

Arbitration and awards and costs of litigation, \$2,000.

Board of Railway Commissioners—Maintenance and operation of, including \$800 for Clyde Leavitt as Chief Fire Inspector, \$190,000.

Board of Railway Commissioners—To pay expenses in connection with cases before board, \$5,000.

Contribution to International Association of Railways Congress, \$97.

Commissioner of Highways—To provide for organization and payment of staff of Commissioner of Highways, including A. W. Campbell, C.E., as Commissioner of Highways at \$5,000 per annum, \$25,000.

Governor General's cars; attendance, repairs and alterations, \$5,000.

Loan not exceeding \$48,611,077 repayable on demand with interest payable half yearly at 6% to be used to meet expenditures made or indebtedness incurred in paying deficits in operation or interest on securities in excess of amount available from net earnings, or paying maturing loans of the Canadian Northern Ry. Co., or any company included in the Canadian Northern Ry. System, and for construction and betterments; said loan to be secured by mortgage on the undertaking of the Canadian Northern Ry. System, containing such terms and conditions as the Governor in council may approve, \$48,611,077.

Miscellaneous works not provided for, \$2,000.

Printing and stationery, outside service, \$7,000.

Surveys and inspections, and general expenditures, railways, including salaries and expenses of experts employed temporarily, \$100,000.

To provide for payment of expenses in connection with the acquisition of the Grand Trunk and associated railway systems, \$200,000.

Authorized by statute—Salaries of Board of Railway Commissioners, \$58,500.

Chargeable to Collection of Revenue, \$5,200,000.

Canadian Government Railways, toward deficit of working expenditure for 9 months ended Dec. 31, 1920, the management of the railways being hereby authorized to apply the receipts and revenues toward payment of the working expenditure, \$5,000,000.

Compassionate allowance to widow and children of J. L. A. Frobe, who was killed while in discharge of his duty as brakeman on Canadian Government Rys. at Aston Jct., Que., Sept. 11, 1918, \$2,000.

Under the head of "Civil Government," the department is voted \$194,162.50 for salaries, and \$28,000 for contingencies.

United States Railway Notes.

W. D. Hines, Director General, U.S. Railroad Administration, has resigned, effective May 1.

The U.S. Federal Reserve Board has announced the appointment of a railway loans advisory committee, consisting of F. A. Delano, formerly Vice Governor of the board; Paul M. Warburg and Bradley Palmer. The committee was organized immediately, and has received railway executives who have applied for cash advances.

C.P.R. Pension Fund.

On Dec. 31, 1919, there were 912 persons on the C.P.R. pension roll, of whom 456 were over 70 years of age; 420 between 60 and 70, and 36 under 60. The position of the fund was as follows:—

Balance to Dec. 31, 1918.....	\$1,166,266.55
Amount contributed by company.....	500,000.00
Amount received as interest.....	45,906.65

\$1,712,173.20

Payment of pension allowances for year	387,434.49
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Balance in cash and investments.....	\$1,324,738.71
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The C.P.R. is reported to have given Acadia University, Dalhousie, N.S., the original burnt clay model of "Evangeline," designed by the late Phillippi Herbert and used for the statue being erected by the company at Evangeline's Well in the Annapolis valley.