

Engineer Detroit River Tunnel, the construction of which has been commenced, E. A. Everett has been appointed Acting Signal Engineer, M.C.R. Office, Detroit, Mich.

H. A. Worcester, heretofore Assistant General Superintendent, has been appointed General Superintendent, succeeding S. P. Hutchinson, resigned.

The jurisdiction of J. R. Smart, Superintendent of Dining Car service New York Central Rd., and Lake Shore and Michigan Southern Rd., has been extended over the M.C.R.

C. R. Emery, heretofore Superintendent of Dining Cars, has been appointed Assistant Superintendent Dining Car service.

New York Central Lines.—A general advertising bureau for all the New York Central lines has been created and G. H. Daniels, heretofore General Passenger Agent, has been appointed its Manager. Headquarters Grand Central Station, New York. C. F. Daly, heretofore Passenger Traffic Manager New York Central lines west of Buffalo, has been appointed Passenger Traffic Manager New York Central lines east of Buffalo. Headquarters Grand Central Station, New York. W. J. Lynch, heretofore General Passenger Agent Big Four Rd., has been appointed Passenger Traffic Manager New York Central lines west of Buffalo. Headquarters La Salle St. station, Chicago.

Northern Pacific Ry.—E. E. Blackwood has been appointed General Agent at Victoria, B.C., succeeding C. E. Lang, transferred to Vancouver.

C. E. Lang, heretofore General Agent at Victoria, has been appointed General Agent at Vancouver, succeeding J. O. McMullen, appointed City Passenger Agent at Seattle, Wash.

Quebec Central Ry.—Frank Grundy, Vice-President and General Manager, who has been General Manager for 17 years, feeling that that position should be occupied by a younger man, has asked the directors in England that he be allowed to retire from the General Managership at the end of this year and has recommended as his successor J. H. Walsh, the General Freight and Passenger Agent, Mr. Walsh sailed from Quebec on Nov. 9 for England to meet the board, and it is expected that he will be appointed General Manager from Jan. 1. F. Grundy will retain the position of Vice-President, but it has not yet been determined whether he will remain in Canada or join the board in England. It is not improbable that he will divide his time between the two countries. E. O. Grundy will succeed Mr. Walsh as General Freight and Passenger Agent.

Robert Reford Co., Ltd.—Andrew Reford, of Montreal, has been appointed western agent, succeeding D. O. Wood, resigned to enter the service of the Allan Line Steamers. Office, Toronto.

Tillsonburg, Lake Erie and Pacific Ry.—See Canadian Pacific Ry.

Wabash Rd.—A. E. Robins, Division Superintendent at Buffalo, N.Y., has resigned. The Buffalo and Detroit divisions will be merged Dec. 1, and placed under the supervision of G. M. Burns, Superintendent at Detroit.

The schooner Mary, A. Baird, Jr., owner and master, which left Fairhaven, N.Y., for Napanee, Ont., Nov. 6, and which was last seen off Oswego, N.Y., has been given up as lost.

A steam tug belonging to the Rathbun Co., Deseronto, Ont., sank in 15 ft. of water opposite Belleville, Ont., Nov. 14, the crew of six having a narrow escape.

The offices of the Hamilton, Ancaster and Brantford Ry. Co., in Hamilton, Ont., have been closed. This is one of C. D. Haines' projects.

General Passenger Agents' Association.

The annual convention of the American Association of General Passenger and Ticket Agents was held in the city of Mexico, Oct. 17, and following days, among those present being:—G. T. Bell, G.T.R., Montreal; F. F. Backus, Toronto, Hamilton and Buffalo Ry., Hamilton; W. R. Callaway, Minneapolis, St. Paul and Sault Ste. Marie Ry., Minneapolis, Minn.; A. C. Lytle, Orford Mountain Ry., Eastman, Que., wife and son; H. F. Moeller, Pere Marquette Rd., Detroit, Mich.; and wife. Following are the officers for the current year:—President, A. J. Smith, Lake Shore and Michigan Southern, Cleveland, O.; Vice-President, C. L. Stone, Louisville and Nashville, Louisville, Ky.; Secretary, C. M. Burt, Central of New Jersey, New York City. G. T. Bell, was elected a member of the Executive Committee, and was authorized to name a standing committee for Canada. He subsequently appointed the following:—C. E. E. Ussher, C.P.R.; J. M. Lyons, I.C.R., and F. F. Backus, T. H. and B.R. A paper on Accounting by A. D. Joslyn, Illinois Central Rd.; an address by R. S. Barrett, of the Travelling Passenger Agents' Association, and a report from the General Baggage Agents' Association, were features of the business portion of the convention. It was decided to meet in 1906 at Atlantic City, and to visit Canada in 1907. The social features of the convention included a reception by the President of the Republic, and numerous excursions and luncheons, as well as a ball.

C.P.R. Betterments, Construction, Etc.

Spur line at Staynerville.—The location plans for a line four miles in length from Staynerville, Que., southerly and westerly to Brunet's quarry, have been approved by the Board of Railway Commissioners.

Iberville Bridge.—Plans have been approved for the construction of new abutments under the existing railway bridge over Napier St., Iberville, Que.

Angus Shops Extension, Montreal.—The buildings in course of erection consist of a freight car paint shop 107 by 321 ft., two lunch rooms 67 by 116 ft., hardwood dry kiln 44 by 85 ft., scrap iron shed 30 by 303 ft., and are briefly described as follows:—The freight car paint shop is an extension of the present one and is 321 by 107 ft., and has six lines of track running through it longitudinally. The cross section is divided into six bays by wood posts which support the roof. The foundations are built of concrete to rock bottom; the outer walls are 17 in. brick faced with pressed brick in harmony with the existing buildings. A brick fire wall divides the new building into two and the wall between the old and new building also serves as a fire wall. The doors in the fire walls will have steel revolving shutters and as a further fire protection the shop will be equipped with the sprinkler system. The building is heated by hot air, and on one side of the house there is a 16 by 24 ft. fan house, and a 12 by 17 ft. lavatory and toilet room. The floor is 3 in. plank on 4 by 6 in. sleepers well bedded in cinders. Two lunch rooms are now nearing completion. No. 1 consists of a room 42 by 114 ft., kitchen 36 by 24 ft., store rooms 37 by 6 ft.; above the store rooms are help quarters. No. 2 consists of a room 42 by 114 ft., and kitchen 24 by 36 ft. The foundations are built in rubble masonry to rock bottom, the exterior walls of plastic la Prairie brick with limestone facings. The roof is trussed, has open purlins and mill board covering and finished with slate on the outside. The interior of the lunch rooms is finished with yellow faced brick, and the floor is hard maple. The buildings will each accommodate 350 men at a sitting. The new

hardwood dry kiln is a duplicate of the present building at the east end of the works; it is 85 by 44 ft., divided into two compartments, with a platform 20 by 44 ft. at each end. The foundations are rubble masonry with concrete footings supported on piles, the side walls are of brick, and the partitions and roof in wood, with tar and gravel covering. There are no end walls, but the openings are covered by canvas doors operated by an overhead roll like a curtain. A storage for scrap iron as a protection from snow is being built on the north side of the present blacksmith's shop. The shed is 30 by 303 ft., and is divided by wooden posts into three longitudinal bays, with a supply track running through the centre bay. The posts rest on flatted cedar sills and the roof is 2 by 4 in. plank nailed on edge, and covered with tar and gravel. (Nov., pg. 537).

Pheasant Hills Branch.—Plans have been approved by the Board of Railway Commissioners for the location of extensions of this branch from mileage 364.7 to mileage 401.5 and from mileage 401.5 to mileage 469.8.

McLeod Deviation.—The contract for the construction of the deviation into McLeod, Alta., has been let to J. D. McArthur, and the work will be undertaken at once. (Nov., pg. 539).

Columbia and Western Ry.—The town of Midway has recently been the scene of a conflict between the construction forces of the C.P.R. and of the Great Northern Ry., U.S., while the representatives of the Midway and Vernon Ry. looked on. The C.P.R., through its subsidiary, the Columbia and Western Ry., and the G.N.R., through its Vancouver, Victoria and Eastern Ry. charter, and the M. and V. Ry. Co. have all power to construct lines through pretty much the same territory, for some considerable distance from Midway. The C.P.R. and the G.N.R. contractors' employees got into several fights just outside Midway, and the Provincial Police interfered. The C.P.R. land agent and the foreman were arrested Nov. 10, but were subsequently released on remand. The courts at Victoria were appealed to, and the V., V. and E. Ry. obtained an order in its favor, but it was subsequently found that it did not cover the particular piece of ground that the fighting had been about. Expropriation proceedings have been commenced for this piece, and meanwhile both contractors have withdrawn their men and the police court proceedings have been dropped. See also Midway and Vernon Ry., and Vancouver, Victoria and Eastern Ry.

A Slight Change of Name.

Commencing with the next issue this paper will be called THE RAILWAY AND MARINE WORLD, instead of THE RAILWAY AND SHIPPING WORLD, as at present.

We believe that the use of the word "marine" instead of "shipping" will more clearly convey the fact that we cover the mercantile marine field and represent the navigation as well as the railway and other allied interests.

We have done this from the start, and the word "shipping" was used as part of the paper's title to indicate the fact. This word is, however, so much used in connection with the forwarding of goods, both by rail and water, that the substitution of the word "marine" will doubtless more clearly define our field.

In this connection it may be added that hereafter we propose to pay additional attention to marine matters. Heretofore we have dealt fully with the lake, river and coasting marine trade. For the future we shall also have a department devoted to ocean shipping, in which, as in other interests, the Dominion is making rapid advancement.