

vice A. McTavish, assigned to other duties.

The following agents have been appointed:—Ingelow, Man., F. D. Livingstone; Spy Hill, Sask., A. G. Redford; Wakaw, Sask., J. H. Lewis; Bashaw, Alta., F. S. Benyon; Trochu, Alta., D. C. McCready.

**Grand Trunk Ry.**—K. F. NYSTROM has been appointed Chief Draughtsman, Car Department, Montreal, vice A. Copony, appointed Master Car Builder, Western Lines, at Port Huron, Mich.

T. CUSHING, heretofore Trainmaster, Richmond, Que., has been appointed Chief Dispatcher, Districts 6 and 7, Belleville Division, vice C. F. French, assigned to other duties.

C. F. FRENCH, heretofore Chief Dispatcher, Districts 6 and 7, Belleville Division, Belleville, Ont., has been appointed a dispatcher there.

The following agents have been appointed:—St. Lambert, Que., F. Crane; Howick, Que., J. E. Birtz; Newtonville, Ont., F. S. Allin; Pickering, Ont., P. C. Brown; Belle River, Ont., R. D. Ralston; Rock Lake, Ont., W. J. McCourt; Essex, Ont., outside, S. Sadler; Parry Sound, Ont., outside, H. P. Foot.

**Intercolonial Ry.**—J. C. FULMORE, Roadmaster, Halifax to Stellarton District, Truro, N.S., is reported to have been appointed Roadmaster, Sydney to Point Tupper District, at Sydney, N.S., vice W. P. Mills.

C. W. ARCHIBALD, Resident Engineer, Oxford to Sydney District, New Glasgow, N.S., is reported to have been appointed Roadmaster, Halifax to Stellarton District, at Truro, N.S., vice J. C. Fulmore, transferred.

A. H. SOMERS, Roadmaster, Point du Chene to St. John District, Moncton, N.B., is reported to have been transferred to the portion of the National Transcontinental Ry., between Moncton and Edmundston, N.B., which is being operated by the I.R.C.

T. McPHERSON, General Roadmaster, Moncton, N.B., is reported to have been appointed Roadmaster, Point du Chene to St. John District, Moncton, N.B., vice A. H. Somers, transferred.

G. COOPER, acting Roadmaster, Painsec Jct., N.B., to Truro, N.S., District, Moncton, N.B., is reported to have been appointed Roadmaster there.

See also Canadian Government Railways.

**Lake Superior Corporation.**—I. L. GODFREY, heretofore in Audit Department, Hocking Valley, Ry., Columbus, Ohio, has been appointed Comptroller, Algoma Central and Hudson Bay Ry., Algoma Eastern Ry., British America Express Co., Algoma Central Terminals, Ltd., Algoma Eastern Terminals, Ltd., Superior Rolling Stock Co., Cannelton Coal and Coke Co., Lake Superior Coal Co., International Transit Co., and Trans St. Marys Traction Co. Office, Sault Ste. Marie, Ont.

E. B. BARBER, heretofore Comptroller, Lake Superior Power Co., has been appointed Assistant Comptroller of the companies mentioned in the preceding paragraph. Office, Sault Ste. Marie, Ont.

**Michigan Central Rd.**—W. O. HOUSTON, heretofore Division Engineer, St. Thomas, Ont., has been appointed Division Engineer, Jackson, Mich., with jurisdiction over Grand Rapids, South Haven and Allegan Divisions, and main line from westerly limits of the Detroit Yards to easterly limits of Niles Yard.

S. D. WILLIAMS, Jr., heretofore acting Division Engineer, Niles, Mich., has been appointed Division Engineer, St. Thomas, Ont., vice W. O. Houston, transferred.

**Northern Pacific Ry.**—W. P. CLOUGH, heretofore Vice President, has been appointed Chairman of the Board. This is a new position.

J. M. HANNAFORD, heretofore Second Vice President, has been appointed Presi-

dent, (and also elected a director), vice H. Elliott, resigned.

G. T. SLADE, heretofore Third Vice President, has been appointed Vice President, vice W. P. Clough.

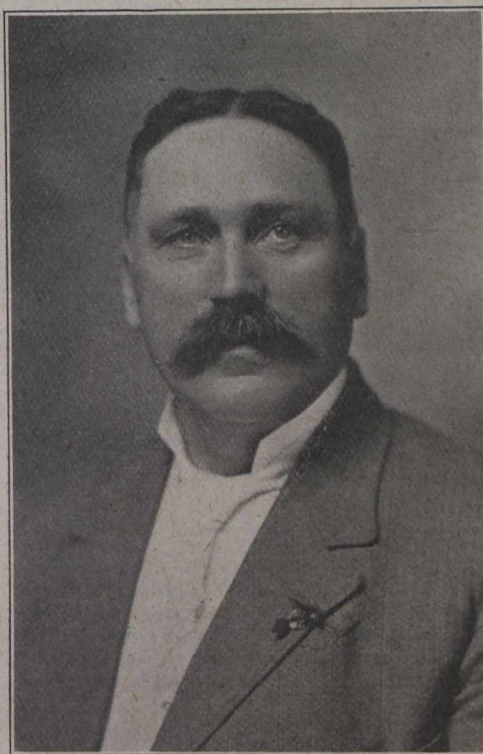
**Pere Marquette Rd.**—D. CROMBIE, heretofore General Superintendent of Transportation, G.T.R., Montreal, has been appointed for special work in the General Manager's office, P.M.R., Detroit, Mich. No official position has, as yet, been assigned to him.

G. W. COOK, heretofore Machine Shop Foreman, has been appointed acting Shop Superintendent, St. Thomas, Ont., vice W. G. Griffith, Shop Superintendent, promoted.

J. WILSON, heretofore blacksmith, has been appointed Foreman Blacksmith at St. Thomas, Ont., vice J. H. Tanner, who has left the service.

W. G. GRIFFITH, Shop Superintendent, St. Thomas, Ont., has been appointed Master Mechanic, Saginaw, Mich., vice S. A. Chamberlin.

**Prince Edward Island Ry.**—W. T. HUGGAN, heretofore Accountant and Auditor, has been appointed Divisional Accountant



L. S. Brown,  
Superintendent, Truro, Sydney and Oxford District,  
Intercolonial Ry.

and District Passenger Agent. Office, Charlottetown.

A. McDONALD, heretofore chief clerk to Superintendent, Charlottetown, has been appointed Division Freight Agent there.

See also Canadian Government Railways.

### Canadian Locomotive Company's Annual Report.

The report for the year ended June 13 shows manufacturing profits for the year of \$377,043.25, compared with \$294,323.14 for 1912. The income from investment bonds was \$19,842.77. The manufacturing profits and income from investments total \$396,886.02, which has been disposed of as follows:—Bond interest, \$90,000.00; preferred stock dividend, \$105,000.00; adjustment of sundry accounts and loss on investment bonds sold, \$12,623.82; transferred to reserve for depreciation, \$50,000.00; transferred to reserve for special replacements,

\$25,000.00; balance to credit of profit and loss, \$114,262.20.

There now stands at the credit of profit and loss account \$210,410.50, and at credit of reserve account, \$100,000, an accumulation out of profits of \$310,410.50 in two years of operation. The increase in profits over the previous year is accounted for by the increased output due to the enlargements of the works which have been under course of construction for the past year. At present the output has reached 12 locomotives a month, double what the works were capable of when this company came into possession, and it is expected before the end of the present fiscal year that this output will be increased to at least 18 locomotives a month.

The cost of additions to plant for the year amounts to \$488,222.58, the funds for which have been provided by the sale of \$335,244.39 of the company's investment bonds, and the balance has come out of cash from accumulated profits. Last year's report alluded to the difficulties of manufacturing whilst construction work was going on. Full efficiency from our plant cannot be expected until this work is completed.

The difficulty of housing workmen is still present, but it has been largely overcome by the erection of a block of workmen's houses by a company which the General Manager promoted.

### Grand Trunk Railway Smoke Consumers.

The G.T.R. has been experimenting for some time with smoke consumers for application to locomotives, and has so far met with sufficient success to warrant the equipping of all the yard locomotives at Windsor, Ont., as well as a few others at different points on the system. The type used is very similar to the ones in use by railways in Chicago, where an anti smoke campaign has compelled the railways to use some device that will materially reduce the smoke. Along the side of the firebox, from 16 to 18 ins. above the fire, there are eight 2 in. tube openings through the water leg, 4 on each side. On the outside, back from the side sheet about 5 ins., are small steam jets, one for each opening, located in such a position that the jet at the point of entering the tube completely fills the latter, creating a strong draught, carrying in a volume of air over top of the fire. The brick arch in the front of the fire is built lower than usual, so that the air brought in through these side openings mixes thoroughly with the smoke in the firebox immediately after it is given off from the bed of coals. With a bright fire burning, the smoke is almost completely consumed. In a demonstration which the writer witnessed, several shovels of coal were thrown on a bright fire, resulting in dense smoke being given off. Turning on the steam through these side jets reduced the smoke almost instantaneously, so that the vapor given off at the stack was just slightly colored. The results of the experiments have been so successful that it is not at all unlikely the yard locomotives all over the system will be so equipped. The road locomotives may likewise be so equipped, but the advantages accruing are not considered to be as great as in yard locomotives, where the question of smoke in the atmosphere is of considerable importance to the community.

The G.T.R. is also experimenting with a circular blower in the stack, it consisting of a pipe hoop with holes in the upper side, so placed as to form a draught cone over the exhaust pipe. This is to replace the bent pipe construction heretofore in use. The draught given by the new type is very uniform.