

homa City, Okla. Mr. C. H. Hubbell, superintendent of terminals at Chicago, has been appointed general superintendent of the Central district, with headquarters at Davenport, Ia. Mr. A. C. McColl, trainmaster at Herington, Kan., has been appointed division superintendent at Chickasha, I. T., in place of Mr. Hallock.

An official circular has been issued announcing the appointment of Mr. George G. Yeomans as assistant to the first vice-president of the Wabash and assistant to the president of the Wheeling & Lake Erie, the Wabash Pittsburg Terminal, the Pittsburg Terminal Railroad & Coal Company and the West Side Belt Railroad, with headquarters for the present in the Western Union building, Chicago. In addition to such general duties as may be assigned to him, Mr. Yeomans will have immediate supervision over all contracts and purchases of equipment and material, the preparation of specifications therefor, the adoption and maintenance of standards, the stores department and the sales of all second-hand or scrap materials.

Mr. R. H. Ingram, whose appointment as general superintendent of the Southern district of the Pacific system



R. H. INGRAM.

of the Southern Pacific at Los Angeles, Cal., has been announced, is a native of Kentucky and his first railroad service was with the Pullman Palace Car Company as cashier at Louisville, Ky. Later he served as chief clerk with the Louisville & Nashville at Louisville, Ky., and was afterward assistant comptroller of that road. He was then auditor of the Ohio Valley and after leaving that road was, for about seven years, assistant to the president of the Louisville & Nashville. He resigned in 1896 to go with Mr. Charles M. Hays to the Grand

Trunk, and was made secretary and treasurer of the Central Vermont on May 1, 1899, when the Grand Trunk acquired a majority interest in that road and terminated the receivership. Mr. Ingram went to the Pacific coast on January 1, 1901, as assistant to Mr. Hays when the latter was chosen president of the Southern Pacific, and upon the retirement of Mr. Hays Mr. Ingram was appointed superintendent of the Los Angeles division, in which capacity he served until his recent promotion.

Mr. John F. Stevens, late second vice-president of the Chicago Rock Island & Pacific, has been appointed chief engineer of the Isthmian Canal Commission, with headquarters on the Isthmus of Panama, to succeed Mr. John F. Wallace, resigned, effective on July 1. Mr. Stevens will receive an annual salary of \$30,000, but will not succeed Mr. Wallace as a member of the Isthmian Canal Commission, devoting his entire time to the engineering work. Mr. Stevens is an engineer of recognized ability and has had extended experience in mountain railway construction, having built the mountain sections of the Great Northern Railway. He was born at West Gardiner, Me., on April 25, 1853, and began the practice of his profession as a civil engineer in 1874 as assistant engineer of the city of Minneapolis, Minn. He entered railway service in 1876 and was for three years in charge of surveys and chief engineer of the Sabine Pass & Northwestern. He was then for one year assistant engineer of the Denver & Rio Grande and from 1880 to 1882 was assistant engineer of the Chicago Milwaukee & St. Paul. He then went to the Canadian Pacific as division engineer, where he remained for four years, and in 1886 again took service with the Chicago Milwaukee & St. Paul as assistant engineer. He was appointed principal assistant engineer of the Duluth South Shore & Atlantic in 1887, and in 1889 was made assistant engineer of the Spokane Falls & Northern, which is a part of the Great Northern system. He was appointed principal assistant engineer of the Great Northern in 1890, was given the title of assistant chief engineer in 1893, and in 1895 was appointed chief engineer. He held the latter position until June 16, 1898, from which date to April 1, 1899, he was engaged in the business of railway contracting. He then

returned to the Great Northern as chief engineer, and in June, 1902, was also appointed general manager of that road. He resigned as general manager and chief engineer on February 10, 1903, and on March 1 of the same year accepted the position of chief engineer of the Chicago Rock Island & Pacific. He was appointed fourth vice-president of the latter road on August 12, 1903, and on April 5, 1904, was elected second vice-president in charge of operation. He resigned the last named position on May 1 of the present year and soon thereafter was engaged as government railway expert in the Philippines, in charge of the construction of 1,000 miles of railroad in the archipelago. He was just about to sail for Manila when he was tendered and accepted the position of chief engineer of the Isthmian Canal. Mr. Stevens' portrait was published in *The Railway Age* of August 21, 1903.

Mr. A. B. Cuthbert, assistant engineer of the Pennsylvania at Pittsburg, Pa., has been transferred to Harrisburg, Pa., as assistant engineer of the Philadelphia division, to succeed Mr. J. K. Stewart, who has been temporarily relieved owing to ill health. Mr. J. J. Rhoads has been appointed assistant engineer of the Eastern and Susquehanna divisions of the Northern Central at Williamsport, Pa., to succeed Mr. E. B. Wiseman, transferred. Mr. C. E. Dare has been appointed assistant supervisor at Philadelphia in place of Mr. S. E. Holland, who has been appointed supervisor at Reading, Pa., to succeed Mr. H. C. Bolenius, transferred. Mr. J. B. C. Hutchinson, Jr., has been appointed supervisor of the Conemaugh district.

An official circular issued by General Superintendent George T. Slade of the Great Northern states that, effective July 1, a new general district, to be known as the Central district, will be established. This district will include the Dakota, Minot and Montana divisions, and the Montana Central Railway. Headquarters at Minot, N. D. The jurisdiction of the assistant general superintendent of the Eastern district will include the terminals, Willmar, Breckenridge, Fergus Falls and Northern divisions, and the Willmar & Sioux Falls Railway. The jurisdiction of the assistant general superintendent of the Western district will include the Kalispell, Spokane and Cascade divisions, and the Spokane Falls & Northern Railway. Mr. J. M. Davis has been appointed assistant general superintendent of the Central district, and Mr. R. D. Hawkins has been appointed general master mechanic of that district, both with headquarters at Minot.

#### Obituary.

D. H. Maloney, general agent of the Chicago Rock Island & Pacific at Pittsburg, Pa., died on July 2, at Cleveland, O.

John L. Moore, formerly general manager of the Cincinnati Sandusky & Cleveland, died at Sandusky, O., on June 29.

W. J. Aldridge, supervisor of trains and track of the Illinois Central at Water Valley, Miss., died at Hot Springs, Ark., on June 25.

David Lee, consulting engineer of the Baltimore & Ohio, died at his home in Zanesville, O., on June 29, at the age of 76 years. He had been connected with the Baltimore & Ohio since 1851, serving successively as bridge carpenter, superintendent of road, roadmaster, general superintendent, superintendent maintenance of way, until January 1, 1902, when he was made consulting engineer.

James F. McClure, division passenger agent of the Chicago & Alton at Chicago, died in that city on June 29 at the age of 66 years. He was born in Scotland on April 9, 1839, and entered the service of the Great Western Railway of Canada in 1855. He was appointed general passenger agent of the Detroit in Milwaukee in 1872 and later became assistant general passenger agent of the Erie at Cleveland, O. He left the latter road in 1880 to become chief clerk of the general passenger department of the Chicago & Alton, which position he held until he was made division passenger agent over a year ago.

**Rate Complaint of Kansas Jobbers.**—Jobbers of Hutchinson, Saline and Wichita, Kan., complained some time ago that rates on hardware from Missouri River points to these cities were much higher than the rate from Saint Louis to Atchison, Kan., and requested that their rates be lowered to the Saint Louis-Atchison basis. The railroads contended that the latter rate was interstate and that it was not within the power of the commission to fix Kansas rates on that basis. The commission has now overruled this demurrer and the railroads will stand by their contentions in the courts.