

These offices will therefore be closed on or about Apr. 30, but it is possible that in one or two cases, there will be some little extension of time, to enable some outstanding business matters to be cleared up. It is felt in some quarters that the execution of the order will work considerable hardship on staffs in some cases, and, in many cases will leave the railways with unexpired office leases on their hands, which, under present conditions, are not easy to dispose of.

Canadian Northern Railway Construction, Betterments, Etc.

A Montreal report states that the excavation work yet to be done on the company's tunnel at Montreal can be finished by May 31, and that the remaining track work can be completed within a month thereafter. It is thought likely that things will be ready for running trains through the tunnel into the temporary station on Lagachetiere St. during July.

The Alberta Railways Department's report, presented to the legislature recently, shows that of the \$11,022,000 of bonds authorized to be issued, with the guarantee of the province, for the construction of branch lines, the bonds marketed produced \$8,800,000, of which \$7,658,256 had been paid over to the C.N.R. The provincially guaranteed bonds authorized to be issued in respect of lines to be built by the Canadian Northern Western Ry. amounted to \$11,222,250. The securities marketed realized \$5,437,434, of which \$4,095,046 had been paid over to the company.

A spur line is reported to have been built to the Brule Lake coal fields in Northern Alberta, and a freight and passenger traffic is said to be in operation over it. The coal mines at this point expect, a press report says, to be able to ship 1,000 tons a day by the autumn.

After having been under discussion on several occasions from its first introduction Mar. 19, the British Columbia Legislature, on April 2, passed a resolution stating that the Canadian Northern Pacific Ry. had entered into contracts with the B.C. Government for the construction of certain railways; that the C.N. Ry. owned the entire share capital of the C.N.P. Ry., and that the latter company had made default in carrying out its contracts, and expressed the view that before any payment to the owners of the C.N. Ry. shares be made, the obligations to the province should be fulfilled.

The company's freight sheds on False Creek flats at Vancouver are reported completed, and the local freight staff have taken possession of their offices. The freight yards are connected by inter-switching arrangements with the C.P.R. and the Great Northern Ry. It is expected that the passenger station on the same site will be ready for occupation during July. (April, pg. 143.)

The Board of Railway Commissioners has suspended the Dominion Ex. Co.'s supplementary tariff respecting cartage delivery to customers' premises, of fish, in carloads, from Western Canada. The company contended that the rate from Western Canada was an extremely low one, and that it was never intended to include cartage of carload lots. The previous tariff, including free cartage, is maintained, and it was pointed out that though specific reference was made to the Dominion Ex. Co., all express companies are bound by the judgment.

Traffic Orders by Board of Railway Commissioners.

Increases in Electric Railway Freight and Passenger Rates.

Orders passed by the board, authorizing increases in freight and passenger rates on several electric railways, are given in the electric railway department of this issue on pages 205 and 206.

Transportation of Explosives.

General order 223. Mar. 28. Re general order 204, Aug. 11, 1917, authorizing for the observance of railway companies which accept explosives for carriage, the Revised Regulations for the Transportation of Explosives, as amended and filed by letter dated Dec. 16, from the Chairman of the Canadian Freight Association. Upon reading what is filed on behalf of the Canadian Freight Association, it is ordered that paragraph 1644, (b) and (c), of the said regulations be amended to read as follows:

"1644 (b). Dangerous explosives for which a certified and placarded car is prescribed (see paragraph 1661), must not be loaded higher than the car lining.

"(c) When the lading of a car consists of or includes explosives, the weight of the lading should be distributed so that it will be equalized on each side of the car and over the trucks."

Classification of Oleomargarine.

General order 224. Mar. 27. Re general order 222, Mar. 19, 1918, requiring that tariffs of Pere Marquette Ry. and Canadian Pacific, Grand Trunk, and Canadian Northern Railways, providing for transportation of packing house products, fresh meats, and other articles in pedlar cars, be revised so as to include oleomargarine as a packing house product. Upon reading what is filed on behalf of the Canadian Manufacturers' Association, it is ordered that the said general order be amended by adding the following words thereto, namely: "the said tariffs to become effective April 15, 1918."

Bill of Lading for Munitions.

General order 225. April 3. Re application of Canadian Freight Association, on behalf of all railway companies subject to legislative authority of the Dominion Parliament, Canada, under sec. 340 of the Railway Act, and such other sections as may be applicable thereto, for an order approving the form of bill of lading issued by the United States Government, for use in respect of all shipments of munitions, war materials, and supplies by or on behalf of the said government, or any of its contractors; and providing that, notwithstanding the provisions of general order 41, July 15, 1909, the form herein referred to may be used by all such railway companies in respect of such shipments. Upon reading what is filed in support of the application, and its appearing that the said bill of lading is made subject to the conditions of the bill of lading approved by general order 41, it is ordered that the said form of bill of lading issued by the United States Government be approved, and that, notwithstanding the provisions of general order 41, the form herein approved may be used by all such railway companies in respect of the said shipments of munitions, war materials, and supplies.

Potatoes Circuitously Routed.

27112. Re complaint of R. W. Hannah of Toronto, that the G.T.R. refuses to apply its special mileage tariff rates on potatoes between its stations on shippers' circuitous routing. Upon hearing the complaint at Toronto, Feb. 15, 1918, the complainant and the railway company be-

ing represented at the hearing, the complainant also appearing in person, and what was alleged, it is ordered that the complaint be dismissed.

Classification of Rubber Goods.

27118. April 9. Re application of Canadian Consolidated Rubber Co., Montreal; Goodyear Tire & Rubber Co. of Canada, Toronto; Dunlop Tire & Rubber Goods Co., Toronto; and Gutta Percha & Rubber, Limited, Toronto, for revision of ratings of rubber and rubber articles as they appear in Canadian Freight Classification 16. Upon hearing the application at Ottawa, Nov. 20, 1917, the applicants, Canadian Manufacturers' Association, Canadian Freight Association, Toronto Board of Trade, and the Grand Trunk, Canadian Pacific, and Canadian Northern Railways, being represented; and upon the report and recommendation of the board's Chief Traffic Officer, it is ordered:

That the application for a carload rating on rubber boots, shoes, and socks be refused.

That item 32, page 122, of Canadian Classification 16, be corrected to read as follows:

	L.C.L.	C.L.
"Tires, solid, on reels or spools, burlapped	1	3"

That item 16, page 21, and item 30, page 35, of Supplement 10 to Canadian Freight Classification 16, be corrected to read as follows:

	L.C.L.	C.L.
"Tires, pneumatic, including inner tubes:		

"In bales or bundles, burlapped ..	1 1/2
"In boxes or crates	1

"Loose or in packages named c.l. minimum weight 16,000 lb. (see note)	2
"Note: When shipped loose, must be loaded and unloaded by owners."	

And it is further ordered that the changes herein mentioned be made effective in Supplement 11 to Classification 16, now before the board for approval.

Railway Finance, Meetings, Etc.

Algoma Central & Hudson Bay Ry.—The London, Eng., Stock Exchange Committee has ordered the following securities to be quoted in the official list:—A.C. & H.B.R. 1st mortgage 5% 50 year gold bonds, stamped under the scheme of arrangement, in lieu of deposit receipts now quoted; Algoma Central Terminals 5% 1st mortgage 50 year gold bonds, stamped under the scheme of arrangement.

Timiskaming & Northern Ontario Ry. Revenue from passenger traffic for February, \$38,859.36; from freight traffic, \$109,393.20; total revenue, \$148,252.56, against \$37,928.31 passenger traffic; \$99,715.42 freight traffic; \$137,643.73 total revenue for Feb., 1917. Aggregate total revenue for two months ended Feb. 28, \$308,894.28, against \$284,320.04 for same period 1917.

White Pass and Yukon Route.—Gross earnings from Jan. 1 to Jan. 21, \$8,626, against \$15,740 for same period 1917.

Railway Lands Patented.—Letters patent were issued in March for Dominion railway lands in Manitoba, Saskatchewan, Alberta and British Columbia, as follows:

	Acres
Alberta & Great Waterways Ry.....	123.97
Calgary & Edmonton Ry.....	2,874.53
Canadian Northern Ry.....	804.00
Canadian Pacific Ry.....	9.015
Grand Trunk Pacific Branch Lines Co....	5.57
Qu'Appelle, Long Lake & Saskatchewan Rd. & Steamboat Co.....	7,607.66
Total	11,425.045