

Ontario Railway Committee.

The Ontario Government has appointed three of its members, Hon. F. R. Latchford, Hon. R. Harcourt, and Hon. J. Dryden, to be members of the Railway Committee of the Province. W. B. Wilkinson, heretofore assistant law clerk, has been appointed Secretary. At the first meeting of the committee, Hon. F. R. Latchford was elected chairman. Under the act respecting railways, passed in 1902, the Ontario Government was given power to appoint a Railway Committee, to consist of the Commissioner of Public Works, and two other members of the Government, of which any two shall form a quorum. The jurisdiction of the committee is defined in sec. 3, to be over "railways, electric railways and street railways, subject to the legislative jurisdiction of this province," and it is also authorized to exercise the jurisdiction and powers conferred upon the Lieut.-Governor-in-Council, and the Commissioner of Public Works, or either of them, by the general acts of the province or by any special act respecting railways, street railways or electric railways. The committee can hold sittings at any place in the province, and its orders may be made orders of the High Court of Justice, and shall be enforced in like manner as any rule or order of the court. The committee has power to state cases for the opinion of the Court of Appeal, on points of law. The principal work of the committee will be in connection with electric railways, for which the applications for charters of incorporation have increased largely within the last two or three years.

Recent Ontario Legislation.

The following acts affecting transportation interests were passed at the recent session of the Ontario Legislature:

- Respecting aid to certain railways.
- Respecting aid to the Algoma Central and Hudson Bay Ry. and associated industries at Sault Ste. Marie.
- Respecting amendments to the law in connection with the revision of the Assessment Act.
- Incorporating the Brantford and Erie Ry. Co.
- Confirming an agreement between Barrie and the G.T.R.
- Confirming by-law no. 291 of the city of Hamilton.
- Respecting the Hamilton, Grimsby and Beamsville Electric Ry. Co.
- Respecting the Hamilton Radial Electric Ry. Co.
- Respecting the Irondale, Bancroft and Ottawa Ry. Co.
- Respecting aid towards the construction of the James Bay Ry.
- Respecting the Kingston Street Ry.
- Respecting the Lac Seul, Rat Portage and Keewatin Ry. Co.
- Respecting the London, Aylmer and North Shore Electric Ry. Co.
- Incorporating the Mount McKay and Kankabeka Falls Ry. Co.
- Respecting Municipal Taxation.
- Respecting the Muskoka Lakes Navigation and Hotel Co.
- Respecting the Nepigon Ry. Co.
- Incorporating the North Midland Ry. Co.
- Incorporating the Ottawa River Ry. Co.
- Incorporating the St. Joseph and Stratford Electric Ry. Co.
- Respecting the Sandwich, Windsor and Amherstburg Ry.
- Respecting the South-Western Traction Co.
- Incorporating the St. Catharines, Pelham and Welland Electric Ry. Co.
- Respecting the Strathroy and Western Ry. Co.
- Respecting aid by land grant to the Thun-

der Bay, Nepigon and St. Joe Ry., and respecting the Thunder Bay, Nepigon and St. Joe Ry.

- Respecting the township of Toronto and Toronto and Mimico Ry. Co.
- Respecting the Toronto Ry. Co.
- Respecting the Toronto Suburban Ry. Co.
- Respecting the Windsor, Essex and Lake Shore Rapid Ry. Co.
- Incorporating the Windsor and Tecumseh Electric Ry. Co.

Recent New Brunswick Legislation.

At the recent session of the New Brunswick Legislature the following acts affecting transportation interests were passed:

- Amending the act authorizing the granting of aid to certain railways.
- Incorporating the Citizens' Telephone Co.
- Incorporating the Herring Cove Ry. Co.
- Amending the act incorporating the Kent Northern Ry. Co.
- Amending the act relating to the foreclosure of mortgages upon railways.
- Incorporating the New Brunswick Central Ry. Co.
- Authorizing the issue of stocks and bonds by the Springfield Steamship Co. (Ltd.)
- Incorporating the Tobique and Campbellton Ry. Co.
- Incorporating the Twin Tree Mines Ry. Co.

An Ontario Freight Rate Case.

The complaint of the United Factories (Ltd.) of Toronto against the G.T.R. respecting an advance of the rate of carriage of logs from Penetang (ex water) to Newmarket, Ont., was heard by the Railway Commissioners at Ottawa April 28. The complaint was laid on behalf of the company by the Canadian Manufacturers' Association through its transportation officer, W. H. D. Miller. From the statement made to the Commissioners it appears that the W. Cane & Sons Mfg. Co., of Newmarket, now amalgamated with the United Factories Co., commenced taking logs from Penetang to the factory in 1894, for which the G.T.R. made a rate of $3\frac{1}{2}$ c. per 100 lbs. This rate, it was claimed, was excessive, and a new one of $2\frac{3}{4}$ c. per 100 lbs. was made, which was continued in force during 1895, but in 1896 an advance was made to 3c. per 100 lbs., which rate continued in force until Jan. 15, 1904. On Nov. 15, 1903, the Division Freight Agent at Toronto notified the company that on Jan. 15, 1904, the rate would be increased to 4c. per 100 lbs., on account of the increased cost of operating. After some correspondence with the Division Freight Agent, the company took the matter up with the General Freight Agent at Montreal, who in a letter dated Jan. 27, 1904, stated that as the new Railway Act prohibits discriminations it was necessary to cancel the rate of 3c., and concluded: "We have been advised to advance your rates because we have been obliged to stop the former discriminations." The main point at issue is whether the rate of 3c. was a discriminatory rate within the meaning of the Railway Act, and if so whether the rate of 4c. is a fair one under all the circumstances. The company uses from 800 to 1,000 cars of logs annually, and the new rate means an increase in freight from Penetang of from \$3,600 to \$5,000 a year.

T. M. Kirkwood, of Kirkwood & McKinnon, owners of the Owen Sound, Georgian Bay-Soo Line, and also a director of the Central Ontario Ry., writes us: "I wish to give you credit for the full and complete information that you publish in your paper. The railway statistics for the year ended June 30, 1903, in your last edition, are in themselves worth a great deal."

Board of Railway Commissioners.

The following orders have been issued by the Board of Railway Commissioners for Canada:

Bridge at St. Catharines.—Approving of plans for the construction by the city of a bridge over the G.T.R. and the Niagara, St. Catharines and Toronto Ry. tracks in St. Catharines, Ont., over which the Port Dalhousie, St. Catharines and Thorold Electric Street Ry. will have its tracks. (Mar. 17.)

C.P.R.—Toronto Ry.—Approving of the use by the Toronto Ry. of the west track crossing the C.P.R. on Avenue Road, Toronto, that track having been protected with derailling devices, etc., according to order, but stating that the east line of the Toronto Ry. shall not be used until a further order is made. (Mar. 25.)

C.P.R.—Approving of the construction of a spur track from the main line near Fonseca Street to Main Street, Winnipeg, and a spur track from such track to Maple Street. (April 10.)

Authorizing the construction of a siding in St. Boniface across Levis Street. (April 27.)

G.T.R.—Approving of the gates provided at the level crossing of the Cote St. Paul road, near Montreal, and ordering their maintenance and the provision of a watchman there by the G.T.R. (Mar. 25.)

Authorizing the construction of a branch to the Breithaupt Leather Co.'s Works, Berlin, Ont. (May 9.)

Authorizing the construction of a line from the station yard west of Stewart Street station, Hamilton, Ont., along Caroline Street to York Street, with branch lines across Caroline Street to several manufactories. (May 9.)

James Bay Ry.—Approving plan, profile and book of reference of location between mileage 73.13 and mileage 109.68 from Parry Sound northerly. (April 14.)

Lindsay Bobenyeon and Pontypool Ry.—Authorizing the construction of an overhead bridge crossing Colborne and Caroline Streets, Lindsay, Ont., and approving plans of the bridge. (Mar. 29.)

Approving plans for swing bridge and trestle across the Little Bob River. (April 21.)

Approving of some minor changes in location of the line. (April 25.)

Schomberg and Aurora Ry.—Approving of interlocking, derailling and signal devices of the company's crossing of the G.T.R. at a point north of King station, and authorizing the operation of the line over the crossing. (April 15.)

Ordering that a junction be allowed with the G.T.R. at the expense of the S. and A. Ry., \$200 to be deposited with the Commissioners and paid out to the G.T.R. when the junction has been made, and further that the S. and A. Ry. Co. shall maintain the crossing and pay a watchman to look after the same. (April 18.)

Temiskaming and Northern Ontario Ry.—Approving of plans for the construction of a steel bridge over the Montreal River. (April 13.)

Vancouver and Lulu Island Ry.—Approving of the plans for crossing the B.C. Electric Ry. on South Granville Street, Vancouver, and ordering the construction of diamond crossings and derails, with the necessary signals, by the V. and L.I. Ry. (April 6.)

Winnipeg Electric Street Ry.—Approving of the construction of a subway on Portage Ave., Winnipeg, under the C.P.R. Pembina branch line, such subway to be erected by the W.E.S. Ry. Co. to the satisfaction of the Government Engineer. (May 9.)

The G.T.R. has rearranged the hours of work at the car-shops, London, Ont., making them 54 instead of 55 hours a week.