

Canadian Pacific Railway Construction, Betterments, Etc.

Ontario Division.—Press reports state that surveys have recently been made which will give the C.P.R. a new line into Kingston, Ont. The route said to have been followed is from Kingston westerly to a junction with the newly completed Campbellford, Lake Ontario and Western Ry. at Brighton, about 72 miles. A charter is being asked from the Dominion Parliament for the Prince Edward and Hastings Ry. to build such a line.

The second tracking of the C.P.R. line west from Toronto, between Islington and Guelph Jct., 29.88 miles, has been finally completed, although trains have been running over it for some time. The authorization to open it for traffic was given by the Board of Railway Commissioners, Jan. 29. Nothing definite had been decided to Feb. 20, regarding the building of a second track further west of Guelph Jct. this year, but it is said that it was contemplated to build a second track as far west as Ayr or Galt, this year. The plans have all been prepared for the second tracking to London. Local press reports in that city state that considerable developments are to be made there, in preparation for the coming of the second track, and for the probable construction of a line to Sarnia, for which the company holds a charter.

The Minister of Railways has approved of route maps of a line from the C.P.R. at Guelph Jct. to Cedar Mills, Ont., 35 miles.

Lake Superior Division.—The Board of Railway Commissioners has approved of revised location plans for a portion of the line as built, mileage 29 to 32.69 old line mileage, and mileage 29 to 32.49 new line mileage, on the White River Subdivision. This is a revision of location, in connection with the second tracking of the line from Sudbury to Port Arthur, which is now in progress.

Saskatchewan Division.—The Dominion Government entered into a contract with the C.P.R., Jan. 8, for the building of a railway bridge over the Saskatchewan River at Outlook, Sask. The bridge has already been built.

Alberta Division.—The extension of the line from Weyburn, Sask., westerly, is now in operation as far as Shaunavon, Alta., 250 miles from Weyburn, the last stretch of 137 miles having been opened for traffic Feb. 1. West of Shaunavon about 75 miles of grading are ready for track laying, and there are only a few miles of grading to be done to complete the line to a junction with the branch running easterly from Stirling. This is one of the lines to be completed this year. On the completion of this line there will be a new line with low gradients between Lethbridge and Weyburn, 435 miles.

The line westerly from Suffield has been opened for traffic to Retlaw, Alta. It is 56.7 miles long.

The Minister of Railways has approved route map for a branch line from Caron to a junction with the line from Bassano, Alta., easterly, 152.24 miles.

Alberta Central Ry.—It is reported that the 20 miles of this line from Red Deer, Alta., in the direction of Rocky Mountain House, will not be opened for traffic before July 1. In connection with the extension of this line press reports state that negotiations are in progress with a Canadian Northern Ry. subsidiary, for the joint use of a certain mileage of route.

Kootenay Central Ry.—An agreement has been entered into between the Dominion Government and the company under the act granting aid to certain railways for the building of a line from Golden, via

Windermere and Fort Steele, to the British Columbia Southern Ry. near Jukeson, B.C., 175 miles. Construction has been going on between the two points named for about three years. Details of the work already completed show that track laying has been completed southerly to Edgewater, and northerly to Wasa. The grading on the 72.9 miles between these points is completed. Track will be laid on this grade during the year, and the line opened right through from the Crows Nest Pass line at Colvalli to the Transcontinental line at Golden, B.C., in the fall. The only part of the line now being operated is from Golden southerly to Spillimacheen.

Kaslo and Slocan Ry.—The line known by this title and formerly part of the Great Northern Ry. lines in Canada, has been rebuilt as a part of the Pacific Division of the C.P.R. F. C. Cambie, of the Department of Railways, inspected the reconstruction work, Feb. 5, and it is said that the line will be put in operation early in March. The cost of rebuilding and standardizing the line is said to have been \$300,000, towards which the British Columbia Legislature voted \$100,000.

Rogers Pass Tunnel.—An order in council was signed Feb. 3, authorizing the boring of a tunnel and approaches in Glacier Park near Rogers Pass, between Beaver Mouth and Ross Creek, mileage 74.6 to 88.56, subject to the execution of an agreement calculated to protect park interests.

A full contract has been let by Foley, Welch and Stewart, the general contractors, for the boring of the pioneer tunnel, to McIlwee and Sons, Denver, Colo.

Pacific Division.—The appropriations for the division for the current year cover the laying of 30 miles of steel on spurs and other tracks; the construction of a section of 20 miles of second tracking at Revelstoke; the building of 10 new steel bridges; and the relaying of a number of miles of track with new 85 lb. rails. At Vancouver in addition to the work already in progress, the appropriations provide for filling in behind the seawall along the centre waterfront owned by the company. (Feb., pg. 74.)

Traffic Orders by the Board of Railway Commissioners.

The dates given for orders are those on which the hearings took place, and not those on which the orders were issued:—

Removal of Regular Station Agents.

General order 119, Jan. 31. Re various complaints received by the Board stating that the Canadian Pacific Railway, Canadian Northern, and Grand Trunk Pacific Railway Companies are removing regular station agents from various specified stations west of Fort William and Port Arthur, such complaints further alleging that such removal on inadequate notice works to the detriment of the applicants and the communities wherein they reside. It is ordered that, whenever a railway company intends to remove a regular station agent, it shall first notify the local municipality or board of trade of its intention to apply to the Board for an order permitting such removal. Such application and notice shall state the grounds on which such removal is sought to be justified, and shall, in each instance, show the gross earnings at the station in question from passenger as well as freight traffic and express business during the previous year. It is further ordered that no regular station agent shall be re-

moved until such removal be first authorized by the Board.

Detention of Refrigerator Cars.

General order 120. Re special tariffs filed by railway companies establishing certain charges for the detention, by shippers and consignees, of refrigerator cars, when loaded with perishable freight, over and above the car service toll prescribed by order 906, Jan. 25, 1906. It is ordered that the special tariff of charges for detention of refrigerator cars when used for shipments of perishable freight, published and filed by railway companies be amended by eliminating the clauses therein relating to detention at the points of loading of the said cars. And it is further ordered that on the publication and filing of tariffs so amended, general order 115, Dec. 19, 1913, and orders 21,127 and 21,128, Dec. 29 and 27, 1913, respectively, be rescinded in so far as they affect the several railway companies filing the said amended tariffs.

Import Rate On Pulp Wood.

21148, Jan. 2. Re application, as amended, of the Howell Co., Toronto, for an order directing a reduction in the import rate on wood pulp from Montreal to Windsor Mills, Que. It is ordered that the G. T. R. Co. be directed to establish, and put into force a rate of 8c. per 100 lbs. on imported wood pulp, in carloads, from Montreal Harbor to Windsor Mills, Que., the said rate to include those terminal charges at the Port of Montreal which are included in the rates of the G. T. R. Co.'s general tariff on import merchandise, as published and filed.

Esquimalt and Nanaimo Ry. Tariff.

21238, Jan. 21. Re application of Esquimalt and Nanaimo Ry. Co., for an order further extending the time within which it may be permitted to file a revised standard freight tariff for approval. It is ordered that the time within which the company was required to file the said tariff of maximum freight tolls for approval be further extended for six months from the date of this order.

Pulpwood Rates Temiscouata Railway.

21269, Jan. 28. Re the Temiscouata Ry. Co.'s Special Commodity Tariff, C. R. C. 217, and Joint Freight Tariff, C. R. C. 221, increasing rates on pulpwood, in carloads, from points on its railway to Riviere du Loup, Que., for local delivery and to points in Canada and the United States, respectively. It is ordered that the effective dates of the said tariffs published to become effective on Jan. 1 and 24, respectively, be postponed until Aug., 1914, and it is further ordered that order 21105, Dec. 22, 1913, be rescinded.

Grand Trunk Tariffs Suspended.

21326, Feb. 10. Re supplements 151 and 153 to the G. T. R. Co.'s Tariff, C. R. C. no. E. 2552. Upon the complaint of the Canadian Manufacturers Association. It is ordered that these supplements published to take effect Feb. 15 and 16, respectively, be suspended, pending investigation by the Board.

Canadian Pacific Railway Tariffs Suspended.

21327, Feb. 10. Re supplements 40 and 42 to C. P. R. Co.'s tariff C. R. C. no. E 2559. Upon the complaint of the Canadian Manufacturers' Association. It is ordered that the advanced rates published in the said supplements applying on building brick from Cooksville and Weston, Ont., to Toronto, and on gravel and building sand from Cooksville, Ont., to North Toronto, Parkdale and Toronto, be, and they are hereby, suspended pending investigation by the Board.

Proposed Increase in Switching Charges.

21329, Feb. 6. Re supplements 19 and 20 to the G. T. R. Co.'s tariff, C. R. C. no E