

If, after placing, cars are ordered to another siding on the same road to complete loading or unloading by the same shipper, or the same consignee, and no switching or reconsigning charge is made, the free allowance will be computed from the original placing, less the time occupied in replacing the car.

If car is reshipped or reconsigned, the original consignee shall pay \$1 per car per day, or part thereof, for all time in excess of the period allowed by these rules, so that 48 hours' free time may remain to the party taking delivery.

Should a switching road give notice that it is unable to receive cars for private sidings, owing to conditions for which shippers or consignees are responsible, then any railway having cars for such consignees must so advise them. Car service will accrue until the cars are accepted by the switching road, and will be collected by the railway which is holding them.

Cars held in transit for inspection, cleaning, bagging, completion or change of load, change of destination, etc., and detained over the time allowed for such purpose, will be subject to car service charges, which must be billed forward as directed by the accounting department. If such shipments are transferred to other cars, the car service charges will follow on the cars to which transfer is made. The forwarding agent, or in the case of change of destination, the agent by whom arranged, must make the following notation on the bill of lading, "Subject to car service charges at....." The amount must also be inserted in the "back charges" column of the bill of lading, when practicable.

So-called industrial, logging or private roads handling cars for themselves or other parties, must be charged car service on all cars delivered to them from the time placed upon the interchange tracks until returned thereto, allowance being made for the time necessary to perform the switching service (not to exceed 24 hours), in addition to the free time herein authorized.

Cars must not be held short of the destination for the purpose of evading these rules. Loaded cars held back for cause must be reported to the Manager.

When cars are delayed or refused by consignees because of alleged incorrectness in the railway weights or charges, car service must be collected if charges or weights are found to be correct.

Agents must in all cases collect car service charges as soon as accrued. Should payment be refused, agents will withhold delivery, either by sealing or locking car, or placing it where it will not be accessible.

When the contents of a car are apparently not worth the combined freight and car service charges, and consignee fails to take delivery, the agent must wire the Manager for instructions.

All complaints, disputes and uncertainties which may arise under these rules must be referred at once to the Manager. The Manager may reduce or cancel the charges should he consider that the circumstances justify such action.

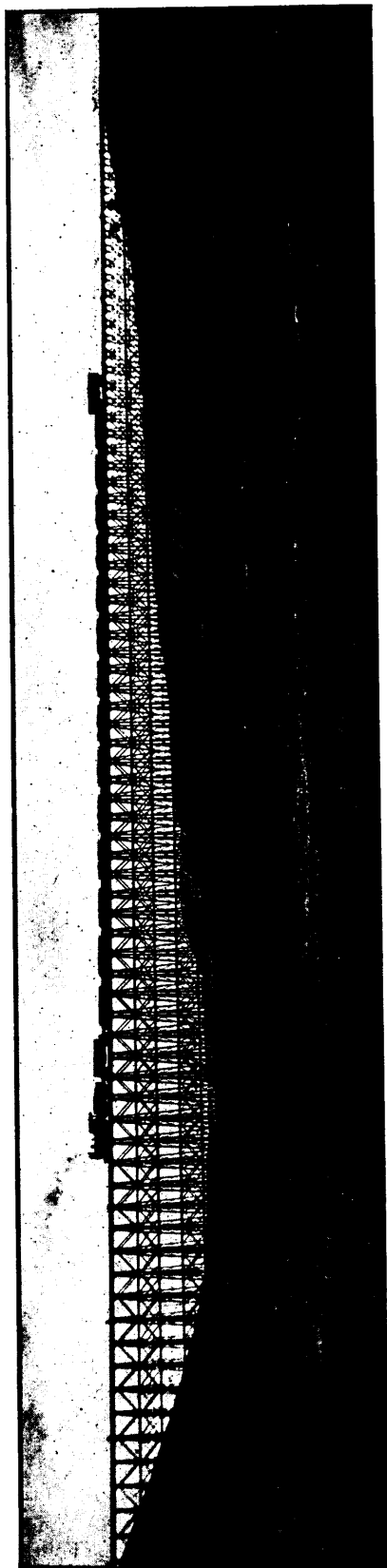
Claims should be filed with the Manager direct, and must be accompanied by the receipted bills for the amounts paid.

The Railway Commission has expressed an opinion that any rules which may be adopted should, as far as circumstances permit, be of uniform application throughout Canada. The Board has arranged to hold sittings at Fort William, Sept. 7; Winnipeg, Sept. 11, and New Westminster, Sept. 19, when representations will be heard with respect to the allowance of charges for car services and the rules governing them.

The address of the English office of the Atlantic, Quebec and Western Ry. has been changed to 87 Strand, London, W.C.

Canadian Northern Ry. Construction.

The Dominion Parliament at its recent session passed an Act granting an extension of time for the construction of this line, and



[From the Western Home Monthly, Winnipeg.]

CANADIAN NORTHERN RY.'S CROSSING OF THE SOUTH SASKATCHEWAN RIVER AT CLARK'S CROSSING, SASK.

from Regina to Humboldt, thence to Pas Misson, Sask.; from near Humboldt, Sask., to the Prince Albert branch at the crossing of the Saskatchewan River, and from west of Battleford into Battleford, Sask. During the discussion of the bill of the James Bay Ry. in the Senate Committee, W. H. Moore, Secretary C.N.R., said the James Bay Ry. would be a part of the C.N.R. The company had acquired the Great Northern Ry. of Canada, and the J.B.R. was a link which would connect the C.N.R. with the G.N.R.

The work of tracklaying on the main line is being pushed, and it is expected that the track will be laid into Edmonton, Alta., by the end of the season. The grading gangs expected to get into Fort Saskatchewan by Aug. 30, and hope to get into Edmonton by the middle of Sept. The steel was reported to be laid some miles west of Lloydminster, and trains had been run to that place. Tenders have been asked for the construction of a station and 16-stall round-house at Edmonton. The station building will be of brick and stone, two storeys in height, and 138 ft. by 33 ft.

On branch lines a considerable addition to the mileage will be put in operation this fall. This will include the Wakopa extension, the Rosburn extension, the Brandon short line, the Prince Albert line, and the extension from Hartney to Virden, providing the company receive permission to cross the Canadian Pacific at Hartney in time.

The company's main line crosses the South Saskatchewan River at Clark's Crossing, 485 miles west of Winnipeg, by a bridge with trestlework approaches, of which an illustration is given on this page. The superstructure consists of six 180 ft. pin-connected deck spans designed for a live load of two 306,000 lb. consolidation engines followed by a train load of 4,200 lbs. per lineal foot. The piers and abutments are built of concrete, the former being faced with heavy steel plate, and otherwise constructed to resist the heavy ice rush. The height from low water to top of pier is 50 ft. and to rail 87 ft. The east trestle approach is 415 ft. long and west approach 135, the total length of structure being 1,630 ft. A temporary bridge to carry trains, and steel superstructure was also constructed, the material for same being shipped to Saskatoon via the C.P.R. and floated down the river to the bridge site, so that tracklaying was not delayed on reaching the structure. All the steel work was handled by a derrick car, a traveller not being used. The total quantities of material used in work were as follows:—5,400 cu. yds. concrete; 995 tons steel; 40 tons iron; 925,000 B.M. timber; 76,000 lin. ft. piling. The piers, approaches, etc., were built by the company, and the superstructure by the Canadian Bridge Co., Walkerville, Ont. The steel work spans the river at high watermark.

An Order-in-Council has been passed by the Dominion Government making it clear that the bounty on steel manufactures does not apply to steel rails. The order was passed after the Algoma Steel Co. had successfully claimed the bounty on 60,000 tons of rails.

The Superintendent of Transportation, C.P.R. Western Lines, has issued the following notice to conductors, yardmasters and others concerned:—"When freight trains consist of dead freight and live stock, the cars containing the stock must be placed and hauled behind those containing dead freight, and when there are shipments of horses and cattle on a train, the cars containing the horses must be placed and hauled behind those containing the cattle. Of course, it is not intended that these instructions will interfere with those in effect about cars not equipped with air being placed immediately ahead of the van."

authorizing the laying out of the following additional lines:—from Regina to Red Deer River, Alta., with a branch west of the Saskatchewan River, northerly to near township 45, range 4, west of the third meridian—