

27124. Apr. 12.—Authorizing Vancouver Power Co. to cross with its tracks the Vancouver, Victoria & Eastern Ry. & Nav. Co.'s tracks in District Lots 2 and 3, Group 2, South Westminster, B.C.

27125. Apr. 11.—Rescinding orders 26865 and 27001, Dec. 26, 1917, and Feb. 18, 1918, re Canadian Northern Ry. train service, Toronto to Nanawau, Ont.

27126. Apr. 12.—Amending order 26972, Feb. 9, re Grand Trunk Pacific Ry. operation of trains between Lobstick Jct. and Chip Lake, Alta.

27127. Apr. 15.—Authorizing Grand Trunk Pacific Brand Lines Co. to build across and divert highway at mileage 107.3, Prince Albert rural municipality, 461, Sask.

27128. Apr. 17.—Ordering C.P.R. to build interchange track with G.T.R. at Guelph, Ont., plan to be submitted by C.P.R. within one week from date, and reserving question of apportionment of cost.

27129. Apr. 16.—Ordering Canadian Northern Ry. to build culvert 14 x 28 in. under spur serving Quaker Oats Co., Neepawa, Man.; to be completed by May 15.

27130. Apr. 19.—Approving clearances at siding for William Davies Co., Don, Toronto.

27131. Apr. 18.—Authorizing Canadian Northern Ry. to build spur for Pointe Anne Quarries, Ltd., Thurlow Tp., Ont., and rescinding order 25767, Dec. 28, 1916.

27132. Apr. 17.—Authorizing G.T.R. to use bridge carrying North Front St., Belleville, Ont., over its main line.

27133. Apr. 16.—Authorizing C.P.R. to divert road allowance on southern boundary of s.w. 1/4 sec. 26, Tp. 40, range 23, west 3rd meridian, Sask.

27134. Apr. 16.—Authorizing G.T.R. to take up portions of sidings on Toronto Harbor Commissioners' property, Ashbridges Bay, serving Canadian Stewart Co., and relay same on locations shown on plan 172, R.Y.E., Jan. 31, 1918.

27135. Apr. 16.—Approving agreement, Apr. 6, between Bell Telephone Co. and Allenford Rural Telephone Co., Bruce and Grey counties, Ont.

27136. Apr. 18.—Ordering Windsor, Essex & Lake Shore Rapid Ry. to move derricks at crossing of Pere Marquette Ry., at Pelton, Ont., so they will be 200 ft. from diamond; signals to points 50 ft. beyond derricks or 250 ft. from diamond; to be completed by June 30.

27137. Apr. 17.—Ordering Canadian Northern Ry. to erect 3rd class station at Sturgis, Sask., to be completed by Oct. 1.

General order 228, Apr. 16.—Amending general order 227, Apr. 12, re change of time (daylight saving) on railways, by substituting "Thursday," Oct. 31, for "Friday," Oct. 31.

## Daylight Saving on the Railways.

The United States Director General of Railroads issued the following general order, Mar. 25:—

The American Railway Association's Committee on Transportation, having at the request of the Director General, submitted to report in connection with the federal law to save daylight and to provide standard time for the U.S., which becomes effective on Mar. 31, at 2 a.m., the following instructions, based on such report, are issued:

On Mar. 31, all clocks and watches in train dispatchers' offices, and in all other offices open at that time, must be advanced one hour to indicate 3 a.m.

Employees in every open office must, as soon as the change has been made, compare time with the train dispatcher. Clocks and watches in all offices, at the first opening, at or after the time the change becomes effective, must be advanced to conform to the new standard time, and employees, before assuming duties in such offices, must, after the change is made, compare time with the train dispatcher.

Each railway will issue necessary instructions and arrange for such supervision and check of its employees' watches as to insure that they have been properly changed to conform to the new standard time.

Owing to the varying conditions which will prevail on railways, it is not advisable to issue a uniform rule or order to cover the details involved in the movement of trains at the period the change in standard time becomes effective. Therefore, each railway must adopt such measures as may be necessary to properly

safeguard the movement of its trains on the road at the time of the change.

## Canada's Daylight Saving Act.

The following act was passed by the Dominion Parliament early in April and was assented to immediately:

"1. This act may be cited as The Daylight Saving Act, 1918.

"2. During the prescribed period in each year in which this act is in force, the time, for general purposes in Canada, in each province, shall be one hour in advance of the time which under the law of the province is the time prescribed for such province, and, if there is no time so prescribed, of the accepted standard time.

"3. This act shall be in force during the present year for such time as may be prescribed by the Governor in council.

"4. Wherever any expression of time occurs in any statute, order in council, order, regulation, rule or bylaw, or in any deed, time table, notice, advertisement or other document, the fixing of the time with respect to which is within the legislative jurisdiction of the Parliament of Canada, the time mentioned or referred to shall be held during the prescribed period, to be the time as fixed by this act. Provided, that where, in consequence of this act, it is expedient that any time fixed by any bylaw, regulation or other instrument should be adjusted, and such adjustment cannot be effected except after the lapse of a certain interval or on compliance with certain conditions, the Governor in council, may, on the application of the body or person by whom the bylaw, regulation or other instrument was made or is administered, make such adjustment from the time so fixed as in the circumstances may seem to the Governor in council proper.

"5. The Board of Railway Commissioners for Canada shall have power to advance by one hour the standard time used by railway companies, including Government railways, in Canada, for such period as may be prescribed by the said board, and to make such orders as may be necessary for the convenient carrying out of the provisions of this act in so far as railway companies may be affected thereby."

An order in council was passed at Ottawa April 12, providing that the act quoted above shall be in force from April 14, at 2 a.m., to Oct. 31, 1918, at 2 a.m.

The Board of Railway Commissioners passed general order 227, April 12, ordering all railway companies in Canada, including Government railways, to advance by one hour the standard time now observed and used by them in the different zones in which they operate; the said change to become effective on the respective railways and in the said different zones not before 12 o'clock Saturday evening, April 13, and not later than 2 o'clock Sunday morning, April 14, and to remain in force and effect until 2 o'clock on Thursday morning, Oct. 31, 1918.

**Parliamentary Railway Committees.**—Jos. E. Armstrong, M.P. for East Lambton, Ont., has been elected chairman of the House of Commons Railway Committee, and Senator Blain, chairman of the Senate Railway Committee for the current session. Senator Blain was chairman of the Railway Committee of the House of Commons for several years prior to being called to the Senate in 1917.

The Great North Western Telegraph Co. has opened offices at Little Metis Lighthouse, Thamesville, Ont., and Sylvan Lake, Alta., and has closed its offices at St. Genevieve de Batiscan, Que., and Madoc, Ont.

## Closing of United States Railway Freight and Passenger Offices.

The U.S. Director General of Railroads issued the following instructions to the regional directors early in April:—

"Discontinue the separate city freight or passenger offices where the public may be adequately served at the depot. This applies particularly. Consolidate or group all city ticket offices, placing the union office in convenient location, where rental is reasonable, providing sufficient space to properly accommodate the public. Cancel all arrangements with tourists or other similar agencies for solicitation of passengers or sale of tickets. Discontinue all off-line traffic offices.

"Employees released as result of above to be assigned to other duties to the extent possible. Some now employed in off-line offices will be needed by local line to strengthen its traffic forces, in order to properly care for the additional work which will result from the above changes.

"The functions and services formerly performed by the off-line offices in protecting the needs of the public will be incorporated in the offices of the initial lines.

"Separate off-line traffic offices were created by the various transportation interests on account of existing keen competition for passenger and freight traffic, and were practically headquarters for soliciting agents, who were stationed in all commercial districts for the purpose of protecting the interests of the carriers by whom they are employed. Now there is no competition, which eliminates need for solicitation by the individual carriers. The policy is one of efficiency, with all possible retrenchment and economy consistent with protecting the best interests of the public.

"The employees released from their present duties, as a result of this, are to be assigned to other duties as far as possible with the same road. Some now employed in off-line offices will be needed by the local lines to strengthen other traffic forces to properly take care of the additional work entailed upon the initial lines on account of this change. In making this readjustment it is intended to work as little hardship as possible upon the employees concerned. Many of these men have been in the service of their respective lines for long periods and their railroad insurance and pension rights will be protected.

"No community will be deprived of adequate sources of information and advice as to matters connected with passenger and freight service. It will be a necessity for the lines directly serving each locality to see that their offices are manned and equipped to furnish the needed information and advice. This to include the issuance of through bills of lading, quotation of rates, passing reports of cars en route, advice to prospective passengers, and all other necessary information heretofore furnished by the off-line offices."

In accordance with the foregoing instructions, Canadian offices maintained by U.S. railways and the solicitation of business in Canada will be discontinued. At the time of writing, Apr. 26, the situation regarding the closing of all the offices, and the disposition of the various staffs, is not sufficiently clear to enable definite information to be obtained. It was at first thought that U.S. railways, which own, or control, lines in Canada, would be permitted to continue to maintain their offices, but it developed later that the order is intended to apply to all railways.