

Section E to I.—Otter Creek Summit to Merritt, 29.5 miles. Grading, bridging, track laying and ballasting completed. Contractors for all work, McDowell, Gzowski and Co.

Section F. to G.—Coquihalla line, 12.8 miles. Grading and bridging completed, track laid 11 miles, ballasting done eight miles, from F. Contractors for grading and bridging, Twohy Bros.

Section G. to H.—Coquihalla line second contract, 39.5 miles. Grading 8% completed. No other work done. Contractors for grading and bridges, McArthur Bros.

A. McCulloch, Penticton, B.C., is Chief Engineer.

The Dominion Parliament is being asked to ratify the agreement with the Vancouver, Victoria and Eastern Ry., respecting the Coquihalla joint section; to extend the time for the building of the lines authorized by pars. a., b. and c. of sec. 2, chap. 110 of the statutes of 1912, and to authorize the building of an additional branch from near Otter Summit to Aspen Grove mineral district, 30 miles.

The company is making application to the Dominion Parliament for an extension of time for the building of its several lines, for the ratification of the agreement with the Vancouver, Victoria and Eastern Ry. re the construction of the Coquihalla-Hope line, and for the building of some additional lines. (Jan., pg. 21.)

Railway Companies May Refuse Shipments "to Order" at Flag Stations.

D'Arcy Scott, Assistant-Chief-Commissioner, Board of Railway Commissioners, gave the following judgment in Ottawa, Jan. 8.

W. G. McMahon, of Winnipeg, has brought to the Board's attention the practice of railway companies of refusing to take shipments, either c. l., or l. c. l. to flag stations, when consigned "to order." As a railway company has no agent at a flag station to guard the property pending proof of ownership by the production and surrender of the endorsed bill of lading, it is quite justified in refusing to accept shipments to flag stations when consigned "to order." This question was set down for the sittings at Ottawa on Oct. 23, 1913, for discussion with the railway companies; the Canadian Pacific, Grand Trunk, Canadian Northern, and Michigan Central, the Canadian Freight Association being notified. After hearing what was submitted by the C.N.R. and the G.T.P.R.—the other parties notified not appearing—the matter was reserved.

It would be convenient in many cases, to both shippers and consignees, if some arrangement could be made to provide for shipments consigned "to order" being sent to flag stations. They cannot be sent direct to flag stations; but such shipments might be consigned to the nearest regular station short of the flag station and the consignee notified, his address being given in the shipping order by the shipper for this purpose. He could then send the endorsed bill of lading and the freight charges, if any, to the company's agent, or produce them in person, and the goods could then be sent on from the regular station to the flag station. For the re-consignment from the agency station to the flag station, in the case of l. c. l. shipments, it would be fair to permit the railway company to collect the local rate. It must be remembered that the railway company would have to perform a special service, and it should be paid a fair amount for it. The goods upon reaching the regular station, in the case of l. c. l., would have to be unloaded into the freight house and left there until the consignee

sent, or called with, the endorsed bill of lading. The goods would have to be then re-loaded and again unloaded at the flag station. I think in such cases, the local rate from the billing point on to the flag station would be fair remuneration to the railway company.

In the case of carloads, the unloading and re-loading mentioned in the case of l. c. l. would, of course, not have to be done. The car would be put on the siding and left there, and the consignee notified. Then, when he had done what was necessary to release the car, it would be picked up by a way freight and left at the flag station. It seems to me that for this service, the rate should be the through rate to the flag station, plus a \$3 additional charge for the extra terminal service and for rebilling. This is the general charge which the Board approved of for a somewhat similar service by order 6901, April 16, 1909, and it seems to me it would be fair remuneration to the railway companies for the additional service they would have to render in the present case. A detention allowance of 48 hours from the time of the dispatch of the notice of the arrival of the car by the agent to the consignee, should be sufficient for the surrender of the endorsed bill of lading at the agency station, after which the carrier will be entitled to charge and collect the authorized demurrage toll for each additional 24 hours (or part thereof) of detention, over and above the \$3 terminal service charge.

The following general order 118 was issued Jan. 15:—

1. That railway companies accept freight consigned "to order," for delivery at flag stations, provided that the shipper consign the freight to the regular station of the delivering carrier on the direct route, nearest to, but short of, the flag station where delivery is desired; That said shipper show on his shipping order the full address of the person to be notified of the arrival of the freight at the regular station, and the name of the flag station at which delivery is desired.

That the said addressee be given 48 hours, exclusive of legal holidays, from the time of the dispatch to him of the arrival notice, within which to give the agent in whose care the goods are held the endorsed bill of lading and directions for re-shipment to the flag station, lawful demurrage or warehouse storage, as the case may be, to be chargeable after the lapse of the said time allowance for any further delay in furnishing the bill of lading and directions.

That the additional charge for the further carriage from the said regular station to the flag station be the lawful local rate between the said stations in the case of less than carloads, and \$3 a car and the balance (if any) of the through rate from the original point of shipment, in the case of carloads.

Railway Construction in Progress.

It is estimated that during 1913 the various Canadian railways had under construction in one stage or another about 6,500 miles of new lines. Of this, about 2,000 miles was reported to have been placed in operation by June 30, the end of the statistical year, and since that date a considerable further mileage, probably another 500 miles, has been handed over to the operating department. This leaves about 4,000 miles of line actually under contract and in process of construction from the grading stage to the line on which track has been laid and the finishing up processes in progress. It has been estimated that at the end of the last construction season, the Canadian Northern Ry. had in hand over 1,500 miles

of lines, the C.P.R. about 1,000 miles, the Grand Trunk Pacific Ry. about 1,000 miles, and the Dominion Government line to Hudson Bay, about 500 miles, making a total of about 4,000 miles of new lines actually in process of construction.

In addition to the work in hand, the C.N.R. and the G. T. Pacific Ry. have in contemplation the construction of a considerable mileage of new lines in the West. Just where these lines will be, and what mileage will be put under contract during this year, has not yet been decided. This matter rests largely with the Governments of Saskatchewan and Alberta, as these two companies are under contract to build large mileages in both provinces under Government guarantee. If it were possible to finance all the construction asked for in these provinces at present, well on to 5,000 miles of new lines would be at once put under contract. The C.P.R. expenditures for the current year are almost entirely confined, so far as the western provinces are concerned, to the completion of track laying on the mileages of grading completed, and upon further stretches of second track work. Any new work to be started this year will be decided upon later. On the eastern lines the same policy is being pursued, the only construction at present contemplated being a further stretch of second track west of Guelph Jct., and further stretches of second track between Sudbury and Port Arthur. The actual mileages of this work have not yet been settled.

Outside these three lines, the future new construction programmes are not arranged. The opening of the next construction season will see put in hand the Alberta and Great Waterways Ry., 350 miles, for which the J. D. McArthur Co. has the contract; and the remaining section of the Pacific Great Eastern Ry. in B.C., for which Foley, Welch and Stewart hold the charter in conjunction with G. T. P. Ry. interests. There is also the final contract to be let on the Kettle Valley Line, about 50 miles.

In Eastern Canada, the most important work under construction is the Canadian Northern Ontario Ry. line from Montreal to Port Arthur. Tracklaying has been completed between Port Arthur and Ruel, and the section of the line from Ruel to Capreol has been in operation for some time. Track has been laid altogether on 155 miles from Ottawa towards Capreol, and on practically all the Montreal-Hawkesbury-Ottawa section. The total length of this line, for which the Dominion Parliament voted a guarantee of bonds and other assistance, is 1,050 miles, of which the only portion on which track has not been laid is the 150 mile section between the present track end northwesterly from Ottawa and Capreol.

The C.P.R. has under construction considerable work between Romford Jct. and Port Arthur, Ont., in the way of diversions, lengthened sidings, etc., with a view of completing a second track.

Outside these works and the finishing up of the National Transcontinental Railway, there is, so far as we are advised, but little new construction in sight. Including the Nelson-Derby Jct. diversion, and the St. Romuald-Chaudiere second track on the Intercolonial, and a three mile revision on the Temiskaming and Northern Ontario Ry., there are less than 100 miles of new line under contract; about a similar mileage under survey, and about 700 miles of new lines projected. There are, in addition, several lines which have completed surveys for considerable mileages, such as the Canada Gulf and Terminal Ry., the Quebec and Saguenay Ry., the Joliette and Manuan Colonization Ry., and the Central Ry. of Canada, and which have done some construction, but which at present are marking time.