

St. John and Quebec Ry.—Under the act passed by the New Brunswick Legislature in the spring, the company's charter has been taken over by the Provincial Government, and a new board of directors has been appointed to complete the construction. The first work taken in hand by the new board is the adjustment and settlement of outstanding claims arising out of the construction of the 120 miles, between Gagetown and Centreville. This section is being operated by the Canadian Government Railways, under a contract. The uncompleted section of the line extends from Centreville to Grand Falls, and from Gagetown southerly to St. John. On this latter section three big bridges across the Kennebecasis and the St. John Rivers are necessary, the cost of which is to be borne by the Dominion Government.

A party of St. John business men visited the sites of the proposed crossing at the Mistake, Sept. 9. Borings are being made there, under the direction of the Provincial Government, to decide which site will be adopted. (Sept., pg. 341.)

St. John and Quebec Ry.—A meeting of the shareholders was held in the Provincial Government Buildings, Fredericton, N. B., Sept. 8, when the directors appointed recently by order-in-council, were elected directors for the current year. The directors subsequently elected the following officers: President, I. R. Todd, St. Stephen; First Vice President, R. O'Leary, Richibucto; Second Vice President, W. S. Fisher, St. John; Treasurer, J. D. Palmer, Fredericton; Secretary, E. Girouard, Moncton. Each of the five directors appointed has thus been elected to an office. It is said that as soon as questions connected with the adjustment of outstanding accounts are settled the directors will give consideration to the letting of contracts for the construction of the sections of the line from Centreville to Grand Falls, and from Gagetown southerly.

Toronto, Hamilton and Buffalo Ry.—G. A. Mountain, Chief Engineer of the Board of Railway Commissioners, visited Hamilton, Sept. 11, and inspected the King St. West bridge, which the city is asking to have widened and strengthened. The present bridge is 30 ft. wide, and the city desires that it be made 55 ft. wide. Mr. Mountain will report as to the plans, and the Board may make an order as to what, if anything, can be done, and how the cost is to be apportioned between the company and the city. (June, pg. 212.)

Toronto Terminals Co.—An order-in-council was passed at Ottawa, Sept. 4, providing for the building, at the cost of the Dominion Government, of the east wing of the new union station in Toronto, which will be used for post office purposes. It is said that there is now nothing in the way of an early start being made upon the erection of the new building. (Sept., pg. 349.)

Gopher Extermination in the West.—The Canadian Northern Ry. has since the early with instructions for its use, for the destruction of gophers in the districts through which it operates. The poison is mixed with wheat of inferior grade, which in most cases is supplied by local elevator companies, but where this cannot be arranged, wheat is purchased. Records of the cost, time, territory covered, and effectiveness of the poison are kept, which up to date show that the efforts made have proved efficacious. In most municipalities bylaws have been passed requiring farmers to destroy gophers on their lands, and the co-operation of the railway has been of considerable benefit in the efforts to exterminate the pest.

Freight Rates on Steel from the United States to Saskatchewan and Alberta.

Early in September, S. J. McLean, one of the Board of Railway Commissioners, gave the following opinion on the complaint of the Saskatchewan Bridge and Iron Co., of Moose Jaw, Sask., Chief Commissioner Sir Henry Drayton, concurring:—

The applicant desires to tender for building a bridge at Calgary, Alta. The situation is that steel is brought from Pittsburg, Pa., via. Minnesota Transfer (St. Paul) over the "Soo" line to Moose Jaw, where it is fabricated and then shipped on to Calgary. The applicant complains of being at a disadvantage of 12c as compared with the movement via. Winnipeg. Steel is shipped from Pittsburg via. Minnesota Transfer to Winnipeg, and thence shipped to Calgary. The rate situation is as follows:

Pittsburg-Minnesota Transfer (Commodity)	38.2c
Minnesota Transfer-Winnipeg (Class)	32 "
Winnipeg-Calgary (Class)	56 "
Through	126.2"
Pittsburg-Minnesota Transfer (Commodity)	38.2c
Minnesota Transfer-Moose Jaw (Class)	64 "
Via Portal (Soo Line)	
Moose Jaw-Calgary (Class)	36 "
Through	138.2"

Difference against Moose Jaw—12 cents.

Omitting the movement from Pittsburg to St. Paul, which is common both to the movement to Winnipeg and Moose Jaw, the situation is that the total mileage from St. Paul to Calgary, via. Winnipeg, is 1,295 miles; and from St. Paul to Calgary, via. Moose Jaw, it is 1,168 miles; that is to say, the movement by way of Winnipeg is 127 miles longer. The rate from St. Paul to Winnipeg is 32c. While the distance from St. Paul to Winnipeg is 458 miles, the rate is not made on that distance. The policy of the United States lines is to give Minneapolis and St. Paul the same rate as Duluth. Duluth is 397 miles from Winnipeg; consequently the St. Paul rate is made on this shorter mileage. The "town" tariff rate is not applicable on the movement from St. Paul to Emerson, nor is it applicable on the movement from Emerson to Winnipeg. If it had been applicable for the distance of 458 miles, the rate would have been 37c. If the traffic were moving the same distance in Canada between two points covered by the prairie scale, and if neither of these points was a "town" tariff point, the rate on the prairie mileage scale would be 44c. It is thus apparent that as the result of the Duluth rate controlling the St. Paul rate, the actual rate is 5c less than would have been applied on the actual movement from St. Paul if the Canadian "town" tariff rate had been applicable, and 12c less than would have been the case had the Canadian standard prairie scale applied. From Moose Jaw to Calgary, the distance is 438 miles. The "town" tariff rate applies. Consequently, in respect of the movement out of Winnipeg and a movement out of Moose Jaw, both are on the same basis, subject, of course, to the effect exercised by the tapering of the rate on the longer haul. On the movement from St. Paul to Moose Jaw, the "town" tariff rate does not apply. Of the total distance of 730 miles between these points, 168 miles, that is the distance between North Portal and Moose Jaw, is within Canada. On the 562 miles from St. Paul to the boundary, a higher rate basis applies than on the movement from Winnipeg. There is no "town" tariff from North Portal; and even if there were the advantage of the "town"

tariff would not be applicable unless the steel were stopped in transit at North Portal to be fabricated and shipped beyond. It may be noted that the rate charged is 2c higher than would be the case on the same mileage under the standard prairie scale.

To sum up the matter, the situation when analyzed is as follows: There is a low rate basis into Winnipeg which is brought about by the policy of the United States lines in making the Minneapolis and St. Paul-Winnipeg rate on the basis of the shorter mileage via Duluth. This rate is divided on percentages, and for the 66 miles from Emerson to Winnipeg the Canadian carrier receives 32½% of the rate, or 10.4c. At the same time, the haul by the Canadian carrier represents 14% on mileage. The rate being controlled as indicated, it happens that the division received, viz., 10.4c., is practically identical with the "town" tariff rate for the same distance, viz., 10.5c. On the movement from St. Paul to Moose Jaw, the factor of a correlated shorter mileage point is not present to hold down a portion of the rate. On the movement from the Canadian boundary at North Portal to Moose Jaw, 168 miles, no "town" tariff is applicable. On a movement of the same distance from a Canadian point into Winnipeg, no "town" tariff would be applicable. On the movement via Winnipeg, the "town" tariff is effective from Winnipeg to Calgary, 837 miles. On the movement via Moose Jaw, the "town" tariff is effective only from Moose Jaw to Calgary, 438 miles. Of the movement to Moose Jaw, 562 miles is within United States territory. The rate is higher than in Canada. The situation is, then, that for a haul of 730 miles to Moose Jaw, the rate charged is higher than it would be under the standard mileage of the prairie scale. There is no difference in rate treatment in respect of movements in Canada as between similar movements into and out of Winnipeg on the one hand and into and out of Moose Jaw on the other. There is a higher rate basis on the haul in the United States. Here the Board has no jurisdiction.

Canadian Pacific Railway Construction, Betterments, Etc.

North Toronto Union Station.—The corner stone of the new union station at North Toronto was laid Sept. 9, by Mayor Church, A. D. MacTier, General Manager, Eastern Lines, representing the C. P. R. A full illustrated description of the new building appeared in our August issue, page 298.

Alberta Division.—W. A. James, Division Engineer of Construction, Western Lines, arrived in Lethbridge, Aug. 25, and proceeded to Foremost, to take charge of track laying on 25 miles of the grading completed earlier on the Weyburn-Lethbridge line. The work is expected to be completed early in October.

A petition from farmers resident in the Kipp-Lomond district of Alberta has been forwarded to the C. P. R. by the Lethbridge Board of Trade, asking for the grading of an extension from Kipp to Lomond, the farmers offering to give one week's work of a man and team each. (Sept., pg. 349.)

The Roadmasters' and Maintenance of Way Association's annual convention was held at Chicago, Ill., Sept. 7 to 10. Following are the officers for the current year,—President, C. King, Jamaica, N. Y.; First Vice President, M. Burke, Chicago, Ill.; Second Vice President, A. Grills, General Roadmaster, G.T.R., St. Thomas, Ont.; Secretary, L. C. Ryan, Sterling, Ill.; Treasurer, W. H. Kofmehl, Elgin, Ill.