

ent hearings, during which Counsel for the B. & N.R. contended that the portion of the route in question was of such a mountainous character that another track could not be constructed except at enormous expense, the Committee granted the application.

The terms of the second order are that it is made for the purpose of relieving the B. & N. Co. of the expense of building about 8½ miles of track parallel to the C.P.R. The B. & N. Co. obtains the right jointly with the C.P.R. of using & enjoying the road, road-bed, track, side tracks, switches, bridges & cattle guards of the section of 8½ miles & the station at Sirdar & all the fixtures pertaining thereto & to run its trains & locomotives over the section, subject to rules & conditions which are set out. The use of the section is for 10 years & thereafter until the C.P.R. shall require the use of it, & in case of dispute as to whether the C.P.R. does require it, the same shall be settled by the Committee. The expense of maintaining the 8½-mile section is to be borne jointly, & in addition the B. & N. Co. is to pay the C.P.R. a monthly rental of \$336.50, or \$4,038 a year, which represents the interest on half the cost of constructing the 8½ miles, after deducting the Dominion subsidy of \$6,400 a mile. Differences are to be settled by arbitration. The order contains several other provisions, but as these relate more particularly to the operation of the 8½ miles by both companies it is not necessary to give them here.

Northern Pacific & C.P.R.—At a meeting of the committee on Oct. 7 two applications of the N.P.R. to cross C.P.R. lines in Manitoba were taken up. The first was for permission to make a connection, for the purpose of exchanging freight, with the C.P.R. South-western Branch at Methven. The obligations which rested upon both companies to make this connection were set forth by J. S. Ewart, Q.C., who represented the N.P.R. G. M. Clarke and C. Drinkwater were present for the C.P.R. Mr. Ewart pointed out that in the order already granted in this case by the committee it was provided that interlocking & derauling switches be used, while there was no necessity for such, as all that was wanted was a siding, so that both companies could use it for dropping off and picking up freight cars. The committee granted an order for a connection by means of an ordinary switch. At the suggestion of the Minister of the Interior the following was incorporated in the order: "And each company shall, with reasonable diligence & expenditure, remove from the said switch and forward by its line the freight cars & freight placed for that purpose upon the said switch by the other company."

An interim order was also granted the N.P.R. to cross the C.P.R. on Pacific avenue, Portage la Prairie, until Nov. 15 before the installation of the interlocking appliances referred to in a previous order.

Canadian Ticket Agents' Association.

A large number of members, many of whom were accompanied by their wives, the party numbering over 160, left Ontario, Oct. 7, in six sleeping cars placed at their disposal by the C.P.R. management, the special train also containing a dining car and a baggage car. The cars were hauled to North Bay by the G.T.R. as a special, & were taken from there by the C.P.R., Winnipeg being reached on the morning of Oct. 9. The party was received at the Winnipeg station by local railway officials, the Mayor & others, a hearty welcome being given. In the afternoon the visitors assembled at the City Hall, where they were formally welcomed by the Mayor. The afternoon was spent in seeing the sights of the city, & in the evening a reception was held at the Clarendon Hotel, where the annual dinner also took place. The business meeting was

held Oct. 10, when the following officers were elected: President, E. W. Churchill, Collingwood; 1st Vice-President, W. Jackson, Clinton; 2nd Vice-President, M. McNamara, Walkerton; 3rd Vice-President, W. H. McKay, St. John, N.B.; Secretary-Treasurer, E. de la Hooke, London; Hon. Counsel, J. H. Flock, Q.C.; Auditor, H. Palmer, St. Thomas; Executive Committee, C. E. Morgan, Hamilton; W. H. Harper, Chatham; T. Long, Port Hope; J. W. Tierney, Arnprior; C. C. Young, London.

It was decided to hold the next annual meeting at Hamilton, Ont., on Oct. 10, 1900. Vancouver, Victoria, & London, Ont., were proposed, but were withdrawn in favor of Hamilton. Vancouver and Victoria seemed to be favored for 1901.

On Oct. 11 the party left Winnipeg by special Northern Pacific train for St. Paul, stopping over at Grand Forks. Milwaukee & Chicago were also visited on the return journey.

Time Service on the C.P.R.

Manager Tait has issued a circular stating that it is proposed to reorganize the time service of the Co. on the lines east of Fort William. R. J. E. Scott is appointed Chief Inspector of Time Service, with office at Montreal. He will have general supervision of the Co.'s clocks & of the standard watches to be carried by employees, & his instructions in connection therewith must be observed.

Train masters, road foremen of locomotives, roadmasters, bridge & building masters, conductors, engineers, train baggagemen, brakemen, firemen, yard masters, & yard foremen must each carry a standard watch when on duty.

The minimum standard of excellence adopted by the Co. is a grade known among American movements as 17 jewelled, Breguet hair spring, patent regulator, adjusted to temperature, isochronism, & at least three positions, & corresponding to Waltham "Appleton, Tracy & Co. nickel," Elgin "B. W. Raymond nickel," Hampden "New Railway," Illinois "Bunn," Hamilton "936," & all grades equal or above, the variation of which must not exceed 30 seconds a week.

Employees required to carry standard watches must submit them for half-yearly inspection within the months of January & July of each year, to the various watch inspectors appointed at local points, a list of whom is given.

Grand Trunk Betterments, Etc.

It is expected that the Victoria Jubilee Bridge, already open for railway traffic, will be completed during Oct., & open for vehicular & pedestrian traffic. Good progress is being made with the approaches & the iron screens & guards.

The Co. has acquired some land at St. Lambert, opposite Montreal, for the purpose of constructing a dyke to protect the piers of the Victoria Jubilee Bridge.

The hanging bridge over the tracks at the Point St. Charles yard, Montreal, which has been used for many years, is to be removed to make room for the additional tracks that the increased traffic requires.

Work has been commenced on improvements to Bonaventure station, Montreal. The wooden sidewalk at the eastern front is to be replaced by asphalt. In front of the station a fountain will be erected, & at either end of the rectangle a grass plot will be laid down & flowers planted, while the entrance & exit for vehicular traffic will be regulated by the placing of stone posts at each end. The canopy that at present runs the length of the building & extends over the sidewalk will be extended out another 15 ft., so as to afford protection against the weather to passengers entering or leaving cabs or buses. Some important

structural changes are also to be made to the station building, which will, it is said, include the removal of the second-class waiting-room & closets. The changes, when carried out, will enable the I.C.R. officials, who are at present inadequately housed in a room belonging to the Customs Department at the station, to take up quarters of a more commodious character. Arrangements will be made for their occupying two large rooms, one of which will be utilized as an office & the other for the stores of the parlor, sleeping & dining cars.

The yards at York, near Toronto, are being remodelled for the purpose of forming a west-bound yard south of the main track. There will be 7 or 8 long tracks, capable of containing 80 cars each, while a new shunting track will be constructed to permit shunting without fouling the west-bound main line.

The daily papers have recently stated that the Co. will discontinue the use of the I.C.R. station at Levis & build one of its own, as the I.C.R. station is much overcrowded & that the G.T.R. will operate its own ferries between Levis & Quebec. This is very misleading. The G.T.R. passenger trains have heretofore made joint use of Levis station with the I.C.R., but owing to its crowded condition the G.T.R. has discontinued running its passenger trains into it & now stop them at its own station at Point Levis, from which station its own ferries have hitherto run & continue to run to the city of Quebec. The only change in the situation is that the G.T.R. interchanges its business with the I.C.R. at Point Levis, & ferries from there to Quebec, instead of from the lower station.

On the Middle Division about 120 miles are being relaid with heavy steel rails this year. More than 500,000 ties have been replaced & some 80 miles have been rebalasted.

A contract has been let for substituting a heavier superstructure for the old bridge over the Magog River, Que. The old piers & abutments will be utilized.

The surveys for the improvement of grades & the laying of double track between Hamilton & Niagara Falls is about completed, & it is said contracts for the work will be let at an early date, though nothing definite has yet been decided on.

Sarnia rate-payers have passed a by-law granting \$2,559 for building a switch from the G.T.R. yards to the Dominion Wire Manufacturing Co.'s works.

Canadian Pacific Betterments, Etc.

Hotel at Ste. Agathe.—An unconfirmed press report says that the Co. is about to erect an hotel at Ste. Agathe, on the Labelle branch, 63 miles from Montreal. The Co. has purchased 350 acres, 15 of which has a frontage on Lake Sable. The hotel, which will be on the shore of the Lake, surrounded by charming mountain scenery, will contain 200 rooms. It will supply a want of first-class hotel accommodation which has long been felt by the numerous visitors to that picturesque resort.

Montreal to Toronto.—Owing to increased traffic & the heavier tonnage of trains, it has become necessary to make improvements in the permanent way. With a view to improving the alignment & grades on the Havelock section between mileage 148, near Bathurst, & mileage 210, near Tweed, surveys were made during 1898 at 17 different points aggregating in length about 31 miles, which includes alternative changes at different points. During July & Aug. of this year a portion of the foregoing, between mileage 154 & 180 (Maberly & Ardendale), was taken up & several desirable deviations re-surveyed with cross-sections, & estimates of cost made. Two of these changes are proposed to be carried out this year, viz:—at mileage 154 & mileage 159-161. The work consists chiefly