

the cuttings for the construction of the rubble mound breakwater, which will extend eastward into the harbor for about 1,500 ft.

The grading of the approach railway and the construction of the terminal yard at Bedford Basin and the breakwater at the harbor, the contracts for which have been let to the Cook Construction Co., of Sudbury, Ont., and Andrew Wheaton, of Amherst, N.S., are to be completed by July 1, 1915.

The expenditure is estimated as follows:—For the first unit, including the five miles of double track railway, between \$5,000,000 and \$6,000,000; for the completed scheme about \$12,000,000.

It is proposed to at once proceed with the construction of the quay walls and of the railway, and with the dock and yard filling, the construction of the necessary overhead bridges and such other works as may be found economically convenient in connection therewith, for all of which it is estimated \$2,500,000 will be required during the current fiscal year.

The whole scheme of terminals has been prepared under the direction and supervision of F. P. Gutelius, M. Can. Soc. C. E., General Manager, Canadian Government Railways. F. W. Cowie, M. Inst. C. E., Chief Engineer, Montreal Harbor Commission, is Consulting Engineer, and Jas. McGregor, A. M. Inst. C. E., is Superintending Engineer in charge of the work at Halifax.

The deep water terminals, now known as pier 2, which were described in Canadian Railway and Marine World for Jan., 1912, will be completed as per contract and will be used for a year or two for passenger and freight purposes, until the ocean terminals are ready. Then the partitions and other interior fittings of the building will be removed and they will be used for freight purposes only.

Preliminary work was started at Fairview on the line to the new ocean terminals, July 31. The contractors' plant is being delivered and consists of two 100-ton steam shovels, electrically fitted, 50 12-yard air dump cars, four standard locomotives, and two Jordan air spreaders. The contract is being carried out jointly by a combination of the Cook Construction Co. and A. and W. D. Wheaton, the officers being:—President, A. B. Cook, Sudbury, Ont.; Treasurer, Alex. Mackenzie, Barrie, Ont., and St. Paul, Minn.; Secretary and General Manager, H. F. McLean, Toronto; other directors:—A. and W. D. Wheaton, Amherst, N. S. The company's offices are at Halifax, N. S.

Dominion Government Railway to Hudson Bay.

We are officially advised that about 2,000 men are grading, tracklaying, ballasting, etc. Sixty miles of track had been laid to July 29, and it is expected to increase this to about 150 miles this year.

Reports received at Ottawa, Aug. 7, state that from the progress made with construction there is little doubt that the line will be finished within contract time, viz., Dec., 1914. A Winnipeg press dispatch, Aug. 9, states that over 100 miles will be ready for operation next winter. Seventy miles of grading has been fully completed, and so much work has been done beyond that point that it is expected to connect up the grading done at different points to mileage 150 this year. Track laying was started May 9, and after putting in the yard

tracks and sidings, the gang started out on the main line. The ballasting gang is working close behind the tracklayers.

Work is being pushed ahead on the construction of the terminals at Nelson, on Hudson Bay. Supplies of all kinds, together with dredges and other construction plant have been sent up to the Bay for the work on progress there. (Aug., pg. 378.)

Traffic Orders by the Board of Railway Commissioners.

The dates given for orders are those on which the hearings took place, and not those on which the orders were issued:—

Changes in Freight Classification 16.

19786. July 10. The application of Canadian Freight Association, on behalf of railway companies subject to the Board's jurisdiction, under sect. 321 of the Railway Act, for an order approving of proposed Supplement 1 to Canadian Freight Classification 16, containing certain increased, reduced and additional ratings. Notice of the proposed increased ratings having been given in The Canada Gazette, and the Board having invited consideration thereof by the Canadian Manufacturers' Association, the Montreal Chamber of Commerce, the Ontario Grocers' Guild, and the Boards of Trade of St. John, N.B., Quebec, Montreal, Ottawa, Toronto, Hamilton, Brantford, London, Winnipeg, Brandon, Regina, Saskatoon, Calgary, Edmonton, Vancouver and Victoria; it is ordered that the proposed supplement, as finally revised and submitted for approval by the chairman of the Canadian Freight Association, by letter dated Montreal, July 8, 1913, be approved, to become effective on Aug. 20, 1913.

Modification of C. P. R. and G. T. R. Tariffs.

19851. July 22. Re order 18564, Jan. 25, 1913, directing that the effective date of the modification of rule 7 of the G. T. R. Special Freight Traffic, G. R. C. no. E. 2374, I. C. C. no. 1660, contained in supplements 5 and 3, respectively, thereto, and the modification of rule 33 of the C. P. R. Local Freight Tariff, C. R. C. no. E 2141, I. C. C. no. E 1288, contained in supplements 9 and 6, thereto, be postponed pending a hearing of the matter at the sittings to be held in Toronto on Feb. 7, 1913; and order 19710, June 27, 1913, postponing the effective date of said modification of rules until August 1, 1913. It is ordered that the effective date of the modification of the said rules be further postponed until otherwise ordered by the Board.

Stop Over Arrangements on C. P. R.

19858. July 22. Re applications of the Boards of Trade of Montreal and Toronto, for the disallowance of the cancellations by the C. P. R. of certain stop over arrangements at Toronto, West Toronto, Montreal, and Outremont. It is ordered that the cancellation of the stop over arrangement at Outremont, Que., in connection with shipments of grain and grain products from Western Canada, as contained in Supplement 9 to the C. P. R. "all-rail" and "lake-and-rail" Special Tariff, C. R. C. No. E. 2480, the said supplement having been made effective June 19, 1913, be disallowed. That the cancellations of the stop over arrangements at Toronto, West Toronto, Montreal, and Outremont, in connection with shipments of grain, grain products, hay, and po-

tatoes, items 22 and 23, of C. P. R. Special Freight Tariff, C. R. C. no. E. 2141, as contained in Supplement 16, made effective July 23, 1913, to the said tariff, be suspended until otherwise ordered by the Board.

Great Northern Ry. Passenger Tariffs.

19865. July 22. Re application of Great Northern Ry. under sec. 331 of the Railway Act, for the approval of its standard Passenger Tariff C. R. C. 825. It is ordered that the said tariff, applying a maximum rate of 3 cents a mile between stations on its lines of railway as follows, namely: Brandon, Saskatchewan & Hudson's Bay Ry.; Manitoba Great Northern Ry.; Midland Ry. of Manitoba, Victoria and Sidney Ry., and the line of the Victoria Terminal Ry. and Ferry Co., be approved. That the said tariff applying a maximum rate of 4 cents a mile to be charged between stations on its lines of railway as follows, namely: Bedlington & Nelson Ry., Crows Nest Southern Ry., Nelson & Fort Sheppard Ry., New Westminster Southern Ry., Red Mountain Ry., and the line of the Vancouver, Victoria & Eastern Ry. and Navigation Co. be temporarily approved, pending judgment in the inquiry into the rates charged generally by railway companies in British Columbia.

Brick Rates Milton to Toronto.

19973. Aug. 1. Re application of Milton Pressed Brick Co., and Toronto Pressed Brick and Terra Cotta Co., of Milton, Ont., complaining of an increased rate proposed to be charged by the G. T. R. and C. P. R. on brick, in carloads, from Milton to Toronto, from 3 to 3½ c. per 100 lbs., as shown by Supplements issued by the railway companies to become effective Aug. 1, 1913. It is ordered that the effective date of the said proposed increased rate be postponed until Nov., 1913.

Switching Charges and Practice.

On Feb. 4 last the Board gave notice that it would take into consideration the proposed revision of order 4988, July 8, 1908, known as the General Inter-switching Order, and of the draft revision suggested by the Board at the sittings held at Ottawa Nov. 5, 1912. At the sittings subsequently held a general discussion took place, but no definite conclusion was arrived at by the railway companies as to their position; and the Board has now asked them to make their written submission on the whole question both as to practices and rates. In addition to the question of inter-switching, many complaints have been received by the Board as to the local switching practices and charges. The Board also requires the submissions of the companies as to what rules and practices should be followed and charges made for services of this character at all points of sufficient magnitude on the lines of the respective companies to necessitate a local switching movement. As some of the objections raised by the companies as to switching movements of both kinds are based on insufficiency of the toll, the Board desires the submissions of the companies to indicate the principle that, in the opinion of the companies, should be observed in arriving at a rate basis, supported by particulars of cost the companies are put to in illustrative movements.

The Board of Railway Commissioners will on Sept. 16, take into consideration the matter of requiring railway companies to equip locomotives with air hose on the front end.