

ried on for the coasting steamers and ocean liners, have been provided. In the upper floor of one of the new buildings the company has equipped a hall which is to serve as a waiting room for the longshoremen. The quarters are spacious and comfortable, shower baths being among the conveniences installed.

Book Review.

Any of the books reviewed may be obtained through Canadian Railway and Marine World at the published price.

A CENTURY OF SAIL AND STEAM ON the Niagara River—By Barlow Cumberland. 198 pages, 9 by 6 in., with portrait and 12 illustrations; cloth boards. Musson Book Co., Toronto. \$1.50 net.

Under this title Barlow Cumberland wrote an interesting and valuable volume, the final proof sheets of which he corrected a few weeks before his death, Sept. 1, 1913. Considerable attention has been given by U.S. writers to the publication of historical accounts of the development of navigation on the Great Lakes, but this is the first serious attempt to give a history of Canadian navigation. The late Charles Gildersleeve, General Manager of the Richelieu and Ontario Navigation Co., intended to contribute a general history of navigation on Lake Ontario, but he died suddenly without having accomplished it. The late Mr. Cumberland then undertook to deal with the development of navigation on the Niagara River route, with which his career as a transportation official had been closely accomplished. The result is a volume of 198 pages, in the course of which is given the entire history of navigation on the river and the routes, particularly those on Lake Ontario, converging thereon. The history is more directly that of the Niagara Navigation Co., which entered into competition for traffic on the route in 1878, with the Chicora, and succeeded not only in subduing opposition, but in building up the great traffic now carried between Toronto and points on the Niagara River. The volume deals in an interesting, gossiping manner with the route, the vessels, sail and steam, which have navigated it, and with the men responsible for them. Other routes are referred to, but it is only as the steamboats, or men from them come on to the Niagara route. Probably for the first time the history is given of the Chicora, built in 1863 as a blockade runner, and still running, though largely replated in 1904, at a cost of \$37,000. The volume is illustrated with a portrait of the author, and reproductions of prints, etc., of various vessels that have been on the route.

As a result of the recent report of the conciliation board appointed to enquire into the wages, etc., of the G. T. R. telegraphers, it is announced that wage increases aggregating \$200,000 a year have been agreed upon, one half of the new rates to be granted as from Jan. 1, 1914, and the remainder as from Jan. 1, 1915.

The Canadian Northern Telegraph Co. has completed its telegraph line between Ottawa and Sydenham, Ont., thus making direct connection between Ottawa and Toronto. The telegraph line between Sudbury and Port Arthur is now being erected, and it is hoped to have it complete early in the year.

The City of Toronto assesses the Canadian Pacific and Ontario and Quebec Railways \$6,551,401, and the Grand Trunk Ry. \$5,302,040.

Orders by Board of Railway Commissioners for Canada.

Beginning with June, 1904, Canadian Railway and Marine World has published in each issue summaries of orders passed by the Board of Railway Commissioners, so that subscribers who have filed our paper have a continuous record of the Board's proceedings. No other paper has done this.

The dates given of orders, immediately following the numbers, are those on which the hearings took place, and not those on which the orders were issued. In many cases orders are not issued for a considerable time after the dates assigned to them.

General order 113, Nov. 5.—Rescinding order 8392, Oct. 7, 1909, approving standard conditions and specifications for wire crossings; and adopting rules for wires crossing railways.

General order 114, Nov. 12.—Approving general form of contract between Bell Telephone Co. and any company, municipality or corporation having authority to operate telephone systems, for interchange of business, etc.

General order 115, Dec. 19.—Suspending, pending investigation by the Board, the following tariffs: G.T.R.'s C.R.C. E.2858; C.P.R.'s C.R.C. E.2716; C.N.R.'s C.R.C. E.358; M.C.R.'s C.R.C. 2162; T. H. & B. R.'s C.R.C. 945; and O. & N. Y. R.'s C.R.C. 989.

General order 116, Dec. 24.—Suspending, pending investigation by the Board, increased minimum carload weights on buckwheat, oats, bran (in bulk), dried beet pulp, oat hulls (in bulk), pea hulls (in bulk), shorts, beets (except sugar), onions, turnips, and potatoes, as filed by railways subject to Board's jurisdiction.

20920. Nov. 28.—Authorizing Canadian Northern Ry. to build spur for Laurentia Milk Co., Battleford, Sask.

20921. Nov. 29.—Extending, to Apr. 1, 1914, time within which subway be completed at Thompson Road, Bertie Tp., Ont.; and, pending completion, G.T.R. to employ day and night watchmen there.

20922. Nov. 29.—Authorizing G.T.R. to operate over interlocking plant, St. Lambert, Que., without first stopping trains.

20923. Nov. 27.—Authorizing G. T. Pacific Ry. to build highway across main line at mileage 523.6, between Secs. 27 and 28-35-14, w. 3 m., Sask.

20924. Nov. 28.—Authorizing Vancouver, Victoria and Eastern Ry. and Navigation Co. (G.N.R.) to open for traffic its double track between milepost 145.84 and 153.619, B.C.

20925. Nov. 25.—Re rating of peanut butter. This order is given in full on another page.

20926. Nov. 29.—Authorizing C. N. Ontario Ry. to build transfer tracks between its Oshawa spur and Oshawa Ry., on east side of Lot 9, Con. 11, Oshawa.

20927. Nov. 29.—Amending order 20647, Oct. 23, re deviation of Lake Erie and Northern Ry., in South Dumfries Tp., Ont.

20928. Dec. 2.—Approving clearances as shown on plan of Montreal Ice Co.'s buildings at C.P.R. siding at Como, Que.; men to be kept off sides of cars.

20929. Dec. 1.—Authorizing C.P.R. to open for traffic portion of its deviated line at bridge 39.49, North Bay Subdivision, Ont.

20930. Dec. 1.—Authorizing C.P.R. to open for traffic its Boissevain-Lauder Branch, Man., from mileage 0 to 36.4.

20931. Dec. 2.—Approving plans of automatic signals on C.P.R. Eastern Lines, from Montreal Jct. to Iberville Jct. Que.; West Toronto to Ilington, Ont.; Markstay to Stinson, Ont.; Mattawa, Ont.; and Renfrew to Eganville, Ont.

20932. Dec. 1.—Authorizing C.P.R. to build spur for City of Regina, Sask., and to alter spur for Gus Pech Foundry and Mfg. Co., Regina, Sask.

20933. Dec. 1.—Approving location of C.P.R. stations on Virden-McAuley Branch, Man., at Two Creeks, mileage 13.5, and Harnsworth, mileage 8.7.

20934. Dec. 1.—Authorizing Magog Tp., Que., to build highway crossing over C.P.R. in Lot 4 b, R. 21.

20935. Nov. 29.—Authorizing C.P.R. to build spur for Halliday Bros., Winnipeg.

20936. Dec. 1.—Extending, for 30 days from date, time within which G.T.R. shall install bell at crossing of Mill St., Milverton, Ont.

20937. Dec. 1.—Authorizing G. T. Pacific Ry. to build spur for J. Latimer, Edmonton, Alta.

20938. Dec. 1.—Authorizing C. N. Ontario Ry. to build its ballast pit spur across 2 highways in Gloucester Tp.

20939. Dec. 2.—Amending order 10568, Feb. 26, 1910, re Michigan Central Rd. crossing of Plymouth Rd., Welland, Ont.

20940. Dec. 3.—Approving location of C.P.R. Swift Current Northwesterly Branch from Sec. 15-23-29, w. 3 m., mileage 111.17, to Sec. 12-5-3; w. 4 m., mileage 134.48, and authorizing building of same across 23 highways.

20941. Dec. 3.—Approving location of C.P.R. Bassano Easterly Branch from n. e. ¼ Sec. 13-24-1, w. 4 m., mileage 118.39, to Sec. 6-26-21, w. 3 m., mileage 180.20, and authorizing building of same across 63 highways.

20942. Dec. 1.—Extending, to July 1, 1914, time for approval of C.P.R. tolls between points in Canada west of and including Sudbury, Ont., to and from points west of Sudbury, from and to points east thereof, and east of and including Windsor, Ont., also included in said tariff; during such period C.P.R. is allowed to charge tolls it was authorized to charge under acts 7-8 Edw. VII., chapter 61.

20943. Dec. 2.—Authorizing, until June 1, 1914, Campbellford, Lake Ontario and Western Ry. (C.P.R.) to operate trains over crossing of Oshawa Ry. at mileage 158.85, Prospect St., Oshawa, Ont.; crossing to be protected by flagman at expense of C.L.O. & W.R.

20944. Dec. 3.—Approving location of C.P.R. station at Willom, mileage 26.5, Virden-McAuley Branch, Man.

20945. Dec. 2.—Authorizing C.P.R. to build spur on land leased from Dominion Government, north-easterly of its right of way and Dog Lake, in Tp. 46, Algoma District, Ont., at mileage 58.8, Lake Superior Division.

20946, 20947. Dec. 1.—Extending, to July 1, 1914, time for approval of Great North Western Telegraph Co.'s and Canadian Northern Telegraph Co.'s tolls.

20948. Dec. 3.—Authorizing C. N. Western Ry. to build across and connect with city industrial spurs, Medicine Hat, Alta.

20949. Dec. 2.—Authorizing Canadian Northern Ry. to build spur for Scott Fruit Co., Regina, Sask.

20950, 20951. Dec. 1.—Extending, to July 1, 1914, time for approval of White Pass and Yukon Route, and G. T. Pacific Telegraph Co.'s telegraph tolls.

20952. Dec. 4.—Authorizing G. T. Pacific Ry. to build Government Road Diversion across its main line at mileage 818.6 west of Winnipeg, in North Alberta District.

20953. Dec. 5.—Authorizing C.P.R. to build siding at Melba, across highway between n.w. ¼ Sec. 18-17-3, and n.e. ¼ Sec. 13-17-4, w. 3 m., mileage 41.9 from Moose Jaw, Sask.

20954. Dec. 5.—Relieving C.P.R. from providing further protection at crossing of First Ave., Souris, Man.

20955. Nov. 24.—Ordering that crossing at Broadway St., Yorkton, Sask., be protected by watchman, appointed by C.P.R., from 8.30 a.m. to 8 p.m., except during grain shipping season, when crossing be protected night and day; wages to be paid 60% by C.P.R., and 40% by town.

20956. Dec. 5.—Extending, to May 15, 1914, time within which C.P.R. shall complete spur for Canadian Metal Shelter Co., Winnipeg, authorized by order 19325.

20957. Dec. 5.—Authorizing C.P.R. to build at grade, additional track (second track) across highways at mileage 40.8, 43.7, 50.3, 51.3, and 66.69, Swift Current Subdivision, Sask.

20958. Dec. 5.—Amending order 20502, Oct. 6, re revised location of C.P.R. double track, mileage 59.6 to 60.45, Moose Jaw Subdivision, Sask.

20959. Dec. 5.—Authorizing C.P.R. to use bridge 6.3, Teeswater Subdivision, Ont.

20960. Dec. 3.—Authorizing G.T. Pacific Branch Lines Co. to build spur for Hamilton Bros., Port Qu'Appelle, Sask.

20961. Dec. 4.—Approving G.T.R. plan B, Nov. 25, showing location of transfer track, Port Hope, Ont.

20962. Dec. 3.—Ordering G.T.R., within 60 days, to install automatic electric bell at crossing of highway, ½ mile west of Keane station, Ont., 20% of cost to be paid out of railway grade crossing fund.

20963. Dec. 5.—Authorizing G.T. Pacific Branch Lines Co. to operate trains over crossing of Canadian Northern Ry. Maryfield Branch in n.w. ¼ Sec. 9-5-6, w. 2 m., Assiniboia District, Sask., without stopping.

20964. Dec. 4.—Ordering G.T.R., within 60 days, to install improved type of automatic bell at crossing of public road west of Ste. Justine station, Que.; 20% of cost to be paid out of railway grade crossing fund.

20965. Dec. 4.—Extending for one year from Dec. 1, order 12723, Dec. 6, 1910, which authorized C.N. Ontario Ry. to cross Hurdman's Road, Nepean Tp., and providing for protection of crossing by gates.

20966. Dec. 9.—Substituting plan 53515 of C.P.R. bridge 92.7 (Don viaduct), near Donlands, Ont., as revised to Dec. 5, for plans approved by order 20827, Nov. 14, openings to be left in bridge between piers 11 and 12 and 15 and 16, as shown on plan A.

20967. Dec. 10.—Approving proposed Supplement 2 to Canadian Freight Classification 16, submitted by G. C. Ransom, Chairman, Canadian Freight Association, to become effective by Jan. 20, 1914.

20968. Dec. 5.—Authorizing G. T. Pacific Ry. to build highway across its main line in Alberta at mileage 763.7 west of Winnipeg.

20969. Dec. 5.—Approving revised location of G. T. Pacific Ry. main line from Lot 5337 to Lot 5336, Cariboo District, B.C., and location of station in Lot 5336, at mileage 95, Yellowhead Pass west, B.C.

20970. Dec. 6.—Authorizing C.P.R. to rebuild bridge 2.0, Montreal Terminals, Eastern Division.

20971. Dec. 10.—Amending order 20775, Nov. 6, re C.P.R. spur for Frontenac Floor and Wall Tile Co., Kingston, Ont.

20972. Oct. 31.—Establishing express collection and delivery limits in Edmonton, Alta., and rescinding orders 14987, Sept. 11, 1911, and 15759, Jan. 8, 1912, in same connection.

20973. Dec. 4.—Establishing express collection and delivery limits in Levis, Que.

20974. Dec. 9.—Authorizing City of Edmonton, Alta., to operate its street railway over G. T. Pacific Ry. at 27th Street, pending installation of half interlocking plant required by order 20793; crossing to be protected by flagmen maintained by city; and cars to be stopped 100 ft. from diamond; trains to