

Ont., who has been appointed a Commissioner by the Dominion Government, is investigating the death of the two Nova Scotians, Fraser & Macdonald, who died of diphtheria in a Crow's Nest construction camp last winter.

Whitewater Extension.—A party in charge of H. B. Walkem, C.E., is making a final location of this line in the Slokan district. It is said construction will commence as soon as the survey is completed. (Unofficial.)

Western Lines Steel Bridges.—No less than 14 steel bridges are being built on the lines west of Fort William this season, all but one of them being on the Pacific Division. They are as follows, the figures before each giving the mileage from Vancouver:

119. White's Creek, 2 steel spans, 100 ft. each, deck, replacing trestle.

167. A 150 ft. steel truss deck, replacing 150 ft. wooden truss.

179. Nicola River, 150 ft. steel truss thro' replacing 2 wooden spans 80 ft. each.

335. Sicamoose Narrows, steel swing replacing wooden swing.

407. 11th crossing Illecillewaet, 100 ft steel truss deck replacing 100 ft. wooden span.

410. 8th crossing Illecillewaet, 100 ft. steel truss deck, replacing 100 ft. wooden span.

410. 7th crossing Illecillewaet, 100 ft. steel truss thro', replacing 100 ft. wooden span.

414. 5th crossing Illecillewaet, 100 ft. steel truss deck, replacing 100 ft. wooden span.

419. 2nd crossing Illecillewaet, 80 ft. steel truss deck, replacing 70 ft. wooden span.

429. Cascade Creek, 2 steel trusses 60 ft., 1 thro' & 1 deck, replacing trestle.

438. Mountain Creek, 1 steel truss, 125 ft., on steel towers, replacing wooden span 150 ft.

457. 1st crossing Columbia, 2 steel trusses, 125 ft. each, replacing 2 wooden spans of 150 ft. each.

400. Moose Creek, 1 steel truss, 60 ft. thro', replacing trestle.

On the Western Division, at the 3rd crossing of Devil's Head Creek 1 steel truss 60 ft. thro' is replacing a trestle.

At mileage 163 from Vancouver, an 80 ft. stone arch is replacing a 125 ft. wooden truss. (Official.)

Columbia & Western.—On July 15 a contract was let to Winters, Parsons & Boomer, for standardizing the gauge of the 15 miles of this line between Trail & Leroi, 2 miles beyond Rossland. This firm built the standard gauge section of the line between Trail & Robson, when it was under Mr. Heinze's control, & have lately had a heavy contract on the Crow's Nest line. Their outfit has been brought in from Montana, & it is expected the work will be completed by Oct. 20. The steel will be laid by the C.P.R. Co., but W. P. & B. will furnish the ties. It is said the whole work will cost about \$120,000. F. P. Gutelius, Superintendent of the line under the Heinze regime, is in charge of the work for the C.P.R. Much of the line will be entirely reconstructed, to get a better location. The proposal to do away with the Tiger switchback by the construction of bridges & loops has been abandoned, although the grade will be made much easier. (Unofficial.)

In our June no., pg. 97, we announced the letting of a contract for the construction of 100 miles of line by the C.P.R. under the Columbia & Western charter, from the south end of Lower Arrow Lake to Midway, in the Boundary Creek country. The firm of contractors is known as Mann, Foley Bros. & Larsen. W. Mackenzie's name does not appear, but it is believed he is interested in it with D. D. Mann. W. F. Tye is Chief Engineer of Construction & is in control of the whole work. The new line starts from Robson, the present northerly terminus of the C. & W. R., but the construction headquarters are a few miles west, at Brooklyn. From

Robson the 1st section of the line will run along Dog Creek, through the McRae Pass to Christina Lake & on to Cascade City, a distance of 38 miles. The tote road to Cascade City is well under way. (Unofficial.)

Canadian Freight Association.

At the regular meeting at Montreal, July 7, there were present: G. M. Bosworth, J. N. Sutherland, E. Tiffin, W. B. Bulling, Jr., W. A. Kiltermaster, C.P.R. J. W. Loud, J. J. Cunningham, F. J. Watson, S. Hopkins, J. Pullen, J. H. Hanna, M. C. Sturtevant, J. E. Dalrymple, G.T.R. J. J. Wallace, J. Hardwell, Intercolonial. C. J. Smith, W. P. Hinton, Canada Atlantic. W. Macmillan, Michigan Central. W. Woollatt, Lake Erie & Detroit River. F. H. Brown, Central Vermont. A. Lalond, Boston & Maine. H. Upton, United Counties. W. C. McCullough, Delaware & Hudson. A. C. Lytle, Orford Mountain. F. Conway, Kingston & Pembroke. G. Collins, Central Ontario. F. F. Backus, Toronto, Hamilton & Buffalo. G. W. Hardisty, Northern Pacific. D. DeCooper, Lehigh Valley. J. D. Seeley, Seeley Packet Line. J. Earls, Sec.-Treas.

President C. J. Smith presided. The following were elected active members: T. Jenkins, Toronto, of Tilsonburg, Lake Erie & Pacific Ry.; C. Cameron, Collingwood, of Great Northern Transit Co.; M. Burton, Collingwood, of North Shore Navigation Co.; C. W. Graves, Toronto, of Great Northern Ry. (vice H. McMicken).

The Classification Committee reported a number of additions & amendments, which were approved on the understanding that those which could be promulgated as "Rulings of the Committee" would be printed & distributed as soon as possible. The other items, together with all amendments & additions to date, to be embodied in a new book & issued as effective on Jan. 1, 1899, if previously approved by the Governor-General-in-Council.

It was decided that the minimum weight of articles carried under 5th & 6th class carload rates in the Canadian Joint Freight Classification be established at 24,000 lbs., & the Classification Committee was instructed to adopt this arrangement at the earliest possible time. The Committee was also instructed to make an exception in respect to articles which it may be considered should not be established on the basis of 24,000 lbs., & to note such exceptions in the classification.

The Weighing & Inspection Bureau report for March, April & May showed these gains, as per inspector's correction in weight: 1,517,649 lbs., revenue gained, \$3,595.60; in classification revenue gained \$4,579.32; live stock in lbs. 5,779,200, revenue gained, \$11,048.26; total gain, \$19,223.18. The live stock weighed at Montreal was: G.T.R. 1,314 cars, average weight 22,882 lbs; C.P.R. 455; cars, average weight 22,687 lbs. In accordance with previous authority J. Brayley has been appointed inspec-

tor at St. John, N.B., & the Committee recommended that in view of the favorable results already apparent he be continued for the present, subject to a month's notice, & that in future he alternate between Halifax & St. John.

The cash account showed \$201.47 to the credit of the Association.

The car service report for quarter ended May 31 was as follows:—cars reported inwards & outwards, 41,539; cars on which car service accrued 868; collections, 2,499.

The report of cars released & time occupied after arrival for the same period was, loaded cars reported inward, 35,972. Released after arrival, 3 days, 18,422; 4 days, 6,919; 5 days, 4,436; 6 days, 2,341; 7 days & over, 3,854. The committee reported that the Manager's reports & these statistics, also reports from Inspector Perry, indicate an improvement in the handling of cars since this department was organized. The cars held under load 7 days & over appears largely to be in consequence of want of sufficient track delivery room at large places, where frequently the volume of business is greater than some of the railways can promptly provide for. The question of the railways concerned increasing their accommodation at such points is earnestly recommended to the favorable consideration of the general managers & traffic officers of the roads affected, so that the serious delays to cars from this cause may be largely avoided or entirely removed. J. B. Morford, per W. MacMillan, M. C. Sturtevant, G. S. Cantlin, W. P. Hinton, A. White, per J. E. Dalrymple, committee. John Earls, Chairman.

The report on car service claims for the same quarter showed that 172 were presented, involving \$1,763.25, of which \$992.50 was refunded, \$770.75 being retained.

After consideration of a letter from the National Board of Fire Underwriters, New York, it was resolved that, in the opinion of this Association, all packages of Carbide of Calcium should bear a conspicuous label in large type, reading, "Carbide of Calcium. Dangerous if not kept dry," & that the Secretary communicate with shippers of this article requesting them to take immediate action to comply with this resolution.

It was resolved that at any station at which the railway companies undertake to perform a cartage service the additional charge for cartage will be, on 1st, 2nd, 3rd & 4th class freight 1 1/4 c. per 100 lbs., & on 5th class freight 1 c. per 100 lbs., but on no single consignment shall the charge for cartage be less than 10c. This to be effective on & after Aug. 1, 1898.

Attention having been called to THE RAILWAY & SHIPPING WORLD, published in Toronto, it was resolved that THE RAILWAY & SHIPPING WORLD, the only publication in Canada exclusively devoted to the interests of transportation, will be recognized as the organ of this Association.

The question of the advisability of having all forms of contracts with shippers made uniform, printed in the classification & approved by the

Ambrose Kent & Sons

Manufacturing Jewellers,
156 Yonge St., Toronto.

We have been appointed official watch inspectors to the Grand Trunk Railway for Toronto and York.

INSURE IN

The Canadian Railway Accident Insurance Co.

OTTAWA, ONT. A PURELY CANADIAN CO.
Authorized Capital - - \$500,000.
Subscribed Capital - - \$175,000.

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