

Tests of British Columbia Ties in England.

The table in the left hand column of this page gives results of experiments made in England by the Great Eastern Ry., to ascertain the resistance to depression and rupture, under a gradually in-

creased thrusting stress, of specimens prepared from samples of timber received from the British Columbia Lands Department's Forest Branch.

The table below shows tensile tests.

Test No.	DESCRIPTION. (Specimens prepared from samples 10x5 in., 3 ft. long.	Dimensions, inches.	Base area, sq. ins.	LOAD IN POUNDS PER SQUARE INCH. DEPRESSION PER CENT.											ULTIMATE STRENGTH.		Weight per cubic foot, lbs.	Specific gravity.	
				Length, inches.	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	Total lbs.	Per square in. lbs.			
2740	{ Baltic Timber from one of the ties delivered recently.	4.00 x 4.00	16.00	12.00	.075	.150	.225	.283	.342	.425						61,400	3,840	31.65	.507
2741		4.00 x 4.00	16.00	12.00	.067	.133	.267	.325	.375	.417						65,000	4,060	30.47	.497
2744	{ B. C. Douglas Fir railway tie. Supplied by Forest Branch, Lands Dept., Victoria, B.C.	4.06 x 4.16	16.89	12.00	.042	.092	.133	.167	.200	.233	.258	.292	.325	.367		100,700	5,960	38.83	.622
2745		4.00 x 4.00	16.00	12.00	.033	.083	.117	.142	.167	.200	.225	.250	.283		86,800	5,430	37.00	.593	
2748	{ B.C. Red Cedar railway tie. Supplied by Forest Branch, Lands Dept., Victoria, B.C.	4.00 x 4.00	16.00	12.00	.083	.150	.208	.275	.350	.458					57,600	3,600	23.04	.369	
2749		4.00 x 4.00	16.00	12.00	.067	.150	.225	.300	.417						53,500	3,340	24.52	.381	
ALL TESTED ENDWISE OF GRAIN																			

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Acceptance of Shipments of Explosives from Canadian Northern Ry.

The Assistant Chief Commissioner, Board of Railway Commissioners, D'Arcy Scott, has given the following decision, which has been concurred in by the Chief Commissioner and Commissioners McLean, Nantel and Goodeve:

The Canadian Pacific and Grand Trunk Railways have given notice to the Canadian Northern that in future they will decline to accept shipments of explosives from the latter. This action was brought about by the Canadian Northern refusing to maintain its membership in the American Railway Association's Bureau for the Safe Transportation of Explosives and Other Dangerous Articles. For the Canadian Northern lines in Ontario, I understand it would cost about \$500 a year for membership in the Bureau. The Canadian Northern says that the National Explosives Ltd., of Deseronto, is the only explosive factory exclusively on its line in Ontario. Manufacturers of explosives are permitted to become members of the Bureau of Explosives. If the National Explosives Ltd. joined the bureau, the other railway companies would not refuse shipments from the explosive company originating on the Canadian Northern; or, if the Canadian Northern became a member of the bureau, no shipment originating on its line would be refused by other railways. The question is, whether under present conditions the Canadian Pacific and the Grand Trunk would be justified in refusing shipment of explosives originating on the Canadian Northern.

Sec. 286 of the Railway Act provides that a railway company shall not be required to carry explosives, but, if it decides to carry them they can only be carried if the regulations for the transportation of explosives prescribed by the Board, by general order 100, are complied with. Clause (b) of these regulations provides that explosives "may be received for transportation, provided the following regulations are complied with, and provided their method of manufacture and packing, so far as it affects safe transportation, is open to inspection by a duly authorized representative of the initial carrier, or of the Bureau of the Safe Transportation of Explosives and Other Dangerous Articles of the American Association if it be so designated by the Canadian carrier. Shipments of ex-

plosives that do not comply with these regulations must not be received. There is nothing in the regulations which makes it obligatory for the Canadian Northern to join the Bureau. If the Canadian Northern will appoint a competent inspector to visit the factory of the shippers of explosives and he makes sure that the Board's regulations are followed, the railway company may receive the shipment and carry it over its railway.

Sec. 317 of the Railway Act, s.s.3 (b) provides that: "No company shall, by any unreasonable delay or otherwise however, make any difference in treatment in the receiving, loading, forwarding, unloading, or delivery of the goods of a similar character in favor of or against any particular person, or company." As it is admitted that the Grand Trunk and Canadian Pacific carry some explosives they are bound by the provisions of the Railway Act, just quoted, to carry all explosives tendered to them for transportation provided the Board's regulations respecting same have been followed. Unless they have good ground to doubt its bona fides, a certificate of the initial carrier should be sufficient evidence for the Grand Trunk or the Canadian Pacific that the Board's regulations have been followed.

An order directing the Canadian Pacific and the Grand Trunk to receive shipments of explosives from the Canadian Northern will not issue until the latter has satisfied the Board that it has appointed a competent inspector and made proper arrangements for the inspection of shipments of explosives originating on its line.

Satisfactory Movement of Western Grain.—At the Canadian Credit Men's Association annual meeting in Toronto recently, General Manager Detchon of Winnipeg said: "In reference to the criticism of transportation facilities for moving the crops last fall, I wish to say that there is no reason for criticizing the railways. The crops were so immense that they could not move them. Why, even today I can show you elevators filled to the brim with the golden wheat, and around the elevators have been constructed temporary cribs, filled to the top and overflowing."

The G.T.R. is suing the Pere Marquette Rd. for \$16,506.32 for the use of the G.F.R. station at London, Ont., from Jan. 1, 1909, to June 30, 1915.