

27648. Sept. 9.—Authorizing J. B. Carr, Hunt-
ington, Que., under G.T.R. supervision, to extend
drain under railway embankment to line ditch on
south side of track, as shown on plan.

27649. Sept. 7.—Authorizing Canadian North-
ern Ry. to build across road allowance between
Secs. 11 and 12, Tp. 27, Range 1, west 3rd meri-
dian, Sask.

27650. Sept. 8.—Authorizing C.P.R. to build
spur for Slobinsky Bros. & Sons, Winnipeg.

27651. Sept. 9.—Authorizing C.P.R. to extend
spur for Gordon, Ironsides & Fares, Packers, Ltd.,
between Knox and Maude Sts., Winnipeg.

27652. Sept. 9.—Authorizing G.T.R. to build
spur for City of Ottawa, Ont.

27653. Sept. 12.—Authorizing Canadian North-
ern Ontario Ry. to build temporary siding across
Blackstone Road, Foley Tp., Ont.

27654. Sept. 11.—Authorizing Canadian North-
ern Ry. to extend siding across highway at Aner-
ley, Sask.

27655. Sept. 10.—Authorizing C.P.R. to build
spur for Laing Produce & Storage Co., Ltd.,
Brockville, Ont.

27656. Sept. 10.—Relieving Canadian Northern
Ry. from erecting fences, gates and cattleguards
on its Boston Bar Subdivision, between mileage
0.29 and 123.19, B.C.

27657. Sept. 12.—Authorizing Mount Royal Tun-
nel & Terminal Co. to cross under Portland Ave.,
Mount Royal, Que.

27658. Sept. 11.—Authorizing G.T.R. to build
additional track across Wellington St., Exeter, Ont.

27659. Sept. 12.—Authorizing C.P.R. to divert
road allowance at mileage 76.1, Broadview Subdi-
vision, Sask.

27660. Sept. 12.—Approving revised location
and diversion of Canadian Northern Quebec Ry.
from mileage 60.5 from Joliette, southwesterly to
Canadian Northern Ontario Ry. in Chatham Tp.,
Que., and authorizing it to make connection there.

27661. Sept. 12.—Authorizing C.P.R. to divert
road allowance on south boundary of s. e. ¼ Sec.
17, Tp. 11, Range 33, west principal meridian,
Sask.

27662. Sept. 12.—Authorizing C.P.R. and Cana-
dian Northern Ontario Ry. to use interlocking
plant at Donlands, Ont.

27663. Sept. 11.—Authorizing Essex Terminal
Ry. and Canada Southern Ry. to operate over
crossing near Amherstburg, Ont.

27664. Sept. 12.—Ordering that Canadian Nor-
thern Ontario Ry. station at Cote Double, Que.,
be in accordance with C.P.R. no. 2 shelter plan
11-15-2A; and be completed by Nov. 1.

27665. Sept. 13.—Authorizing C.P.R. to build
spur for City of Three Rivers, Que.

27666. Sept. 14.—Relieving C.P.R. from erect-
ing fences, gates and cattleguards on Dominion
Atlantic Ry. between Windsor and Uniacke, N.S.,
at certain points.

Directors' Inspection of Canadian Pacific Railway.

The annual directors' inspection of C.P.R. lines from Montreal to the Pacific coast was commenced Sept. 8, when the President, Lord Shaughnessy, left Montreal in a special train, accompanied by Sir Herbert Holt, R. B. Angus, C. R. Hosmer and E. W. Beatty, directors. At Toronto the party was joined by two other directors, Sir Edmund Osler and W. D. Matthews, and by Dr. Allan Baine, and visited the new union station under construction; the new concrete viaducts on Leaside-North Toronto line, and other works. Port Arthur was reached Sept. 10, and a stop was made over night at Port William, where Grant Hall, Vice President and General Manager, Western Lines, took over the charge of the party from A. D. MacTier, General Manager, Eastern Lines, who had accompanied it to that point. Winnipeg was reached on the evening of Sept. 11, where the party was joined by another director, Sir Augustus Manton. After inspecting the company's various interests in that city, the special train resumed its journey westerly, Sept. 13, short stops being made at Brandon, Man., Moose Jaw, Sask., and Calgary, Alta., arriving at Vancouver, Sept. 15, and at Victoria by steamship Sept. 16. The return journey was started from Victoria, Sept. 18, and from Vancouver, Sept. 20. The special train travelled eastward via Calgary, Edmonton and Saskatoon. A two hour stop was made at Winnipeg, Montreal being reached on the evening of Sept. 25.

In accordance with the President's re-

quest, there were no receptions or public functions at any of the points visited. At various places short interviews were given on general subjects, very little being said about railway matters, and that of a particularly general character.

Canadian Government Railways Construction, Betterments, Etc.

Prince Edward Island Ry.—The Premier of Prince Edward Island is reported to have said at Toronto, Sept. 10, that it is expected that by the end of this year a third rail will be laid between Charlottetown and Summerside and to the car ferry terminal at Borden, so as to permit the use of standard gauge rolling stock. When this is done, he said, nearly half the railway in the province will become an effective part of the Dominion Government Railways system, and when the rest of the line is similarly treated the present narrow gauge rolling stock will either be sold or scrapped.

A Charlottetown dispatch of Sept. 17 stated that the distributing of rails for laying a third track from Borden to Summerside, and from Emerald to Elliotts, had been completed, and that tracklaying was in progress.

Halifax Ocean Terminals.—A press report states that it is expected that the new temporary station at Halifax will be opened for passenger traffic early in November.

Sydney Yards.—We are officially advised that the yard extension being done at Sydney, N.S., consists of some filling by contractors working for the Dominion Iron & Steel Co., upon which the railway laid some additional storage tracks.

Moncton Yards.—We are officially advised that the improvements effected at the Moncton, N.B., yards, referred to in recent press reports, were ordinary maintenance work, and not in the way of extensions or new work.

Moncton Yard Offices.—Excavation for the new yard offices at Moncton, N.B., to replace those destroyed by fire in April, is reported to be in progress. The new building will be at the west end of the present rest house, and will contain accommodation for some other branches of the service which were not located in the old building.

St. John, N.B.—A press report states that a contract has been let to D. C. Clark for extensive repairs and renewals to the Intercolonial Ry. no. 9 shed on Long Wharf, St. John, N.B. The wharf itself is reported to have undergone extensive repairs during the summer. Among the other improvements reported to have been carried out at St. John during the summer are the repairing and renewal work on the Courtenay Bay branch, and the provision of additional trackage on the breakwater wharf. Other work is still in progress.

South Devon.—A press report states that some additional tracks are being laid between Fredericton and South Devon, and that a 2-stall locomotive house is being built at the latter place for consolidated locomotives, which are too heavy to cross the bridge there.

Moffat-Campbellton Division.—A line 2.7 miles long is being built from Moffat station on the Intercolonial Ry. to a junction with the International Ry. of New Brunswick, 7.4 miles from Campbellton, N.B. The contractor is R. B. Stewart, Perth, N.B. Work has been started and it is expected to have it completed this year, when traffic for the International

Ry. of New Brunswick will be run over the Intercolonial Ry. main line between Campbellton and Moffat, thence over the new line to the I. Ry. of N.B., thus permitting 7.4 miles of the latter railway to be abandoned and the track lifted. The I. Ry. of N.B. was built as a private enterprise, and was subsequently taken over by the Dominion Government as an Intercolonial branch. The present work is being done to co-ordinate the tracks of the two lines for the better working of traffic, in the same way as is being done at the St. Leonard end of the line with the National Transcontinental Ry., also a part of the Canadian Government Railway system. (Sept., pg. 394.)

Railway Rolling Stock Orders and Deliveries.

The C.P.R. will probably order three 29 ft. vans at its Winnipeg shops.

Dominion Foundries & Steel, Ltd., has ordered 11 flat cars, 40 tons capacity, from National Steel Car Co.

Canadian Northern Railway has received 6 six-wheel switching locomotives from the Canadian Locomotive Co.

The Prince Edward Island Ry. has received 2 ten-wheel narrow gauge locomotives, from the Canadian Locomotive Co.

The Pacific Great Eastern Ry. has bought 30 stock cars, 60,000 lb. capacity, complete with M.C.B. equipment, from Gray & Son, Chicago, Ill.

The Toronto Commissioner of Works received tenders, Sept. 30, for the purchase from the city of 4 flat cars, 3 ft. gauge, 40,000 lb. capacity, weight approximately 17,200 lb.

The C.P.R. received the following additions to rolling stock from its Angus shops, Montreal, recently:—19 express refrigerator cars, 390 steel underframe box cars, and 1 decapod locomotive; also 4 vans from its Winnipeg shops.

Canadian Government Railways, since July 19, have authorized Canadian Car & Foundry Co. to repair approximately 500 cars of various designs. They are being distributed between the company's Montreal and Amherst, N.S., works.

The Grand Trunk Pacific Ry. has authorized the Canadian Car & Foundry Co. to repair 1,000 box cars, each of which will be refitted with economy reinforced ends. This work is being carried out at the company's Fort William plant.

Grain Inspected at Western Points.

The following figures compiled by the Trade and Commerce Department's inspection branch, show the number of cars of grain inspected on railways at Winnipeg and other points in the Western Division, for August, and for 12 months ended Aug. 31, 1918 and 1917.

	Aug. 1918.	12 months Aug. 31, 1918.	12 months Aug. 31, 1917.
C.P.R.	499	91,827	131,594
C.N.R.	258	55,134	72,833
G.N.R. Duluth	714		3,519
G.T.P.R.	36	23,405	23,136
Totals	783	171,080	231,082

A fast motor freight and express service has been inaugurated between Toronto and Hamilton. It is reported that two trips a day in each direction are being made and that seven trucks, each capable of hauling two trailers, are being used. Lighter cars are being used for the collection and delivery of the freight in Toronto and Hamilton.