

26116. May 16.—Dismissing complaints of Regina Board of Trade and H. G. Smith, Ltd., Regina, Sask., against increased freight rates on canned goods and dried fruits, effective Mar. 1, from Pacific Coast points to Regina.

26117. May 16.—Ordering Grand Trunk Pacific Ry. and C.P.R., as long as they can continue to do so and as long as emergency exists, to supply cars at rate of 75 and 50 a day, respectively, to Canadian Northern Ry., for transfer at Saskatoon; cars to be taken into Goose Lake District by C.N.R., loaded and returned to G.T.P.R. and C.P.R. at Saskatoon for furtherance to elevators at head of the lakes. Through rate for joint carriage of said grain to be rates published and filed by C.N.R. for carriage of grain over its own rails, or jointly with its eastern connections as so published, east of Saskatoon, from points of shipment to same destinations; allocation of said joint rates between carriers hereby made parties thereto be arranged between themselves within one week from date or, failing such, to be settled by Board.

26118. May 16.—Approving plan and specifications showing work to be done on no. 1 drain, under C.P.R. in Lot 125, Con. 6, Bayham Tp., Ont.

26119. May 15.—Authorizing Grand Trunk Pacific Ry. to build spur for Edmonton Cement Co., in n.w. ¼ Sec. 35, Tp. 45, R. 1, west of 6th Meridian and s.w. ¼ Sec. 2, Tp. 46, R. 1, west of 6th Meridian.

26120. May 11.—Approving agreement between Bell Telephone Co. and The Admaston Rural Telephone Association, Ltd., operating in Renfrew County, Ont., April 30.

26121. May 16.—Amending order 26034, Apr. 16, authorizing Algoma Eastern Ry. to charge interswitching rate of 1c per 100 lbs. (C.R.C. 169), and amending Supplement 2 to Algoma Eastern Ry. Tariff C. R. C. 169.

26122. May 16.—Approving Maine Central Rd. bylaw, May 9; and rescinding order 25522, Oct. 10, 1916, approving bylaw passed Sept. 13, 1916.

26123. May 18.—Extending to Dec. 1 time limited by orders 23727, 24387, and 25804, respectively, May 22, and Nov. 2, 1915, May 29, 1916, and Jan. 17, 1917, during which Lake Erie & Northern Ry., pending installation of such interlocking plant, may operate cars and trains over crossing of Toronto, Hamilton & Buffalo Ry. in Brantford, Ont.; crossing to be protected by watchman, appointed and paid by L. E. & N. Ry.

26124. May 18.—Extending to July 15, time within which Great North Western Telegraph Co. place its wires on King and William Sts., Chatham, Ont., in underground conduits and remove poles on said streets.

26125. May 18.—Amending order 26076, May 3, 1913, re Vancouver, Victoria & Eastern Ry. and Navigation Co.'s fences, gates and cattle guards at certain points in B.C.

26126. May 18.—Authorizing G.T.R. to build siding and spur therefrom, for John Inglis & Co., Ltd., Toronto.

26127. May 21.—Approving revised location of Canadian Northern Ry., MacRorie Westerly Branch, west of Alsask, Sask.

26128. May 19.—Approving Western Canada Telephone Co.'s Tariff, C.R.C. 1, covering rentals and charges for service within rural exchange of Belmont, B.C.

taken up therefrom, and the sections of either line within the territory where they closely parallel each other and which are left intact for operation, to be used jointly by both lines. A lot of negotiations have been going on between the Railways Department and G.T.P.R. and C.N.R. officials, but at the time of writing, May 29, it is impossible to say definitely what will be done, further than that the taking up of rails on the G.T.P.R. has been commenced from Resplendent easterly. D. B. Hanna, Third Vice President, and M. H. MacLeod, General Manager and Chief Engineer, C.N.R., went over the company's whole main line from Vancouver to Toronto recently, and paid particular attention to the question of release of rails in the Yellowhead Pass District. Subsequently they visited Ottawa, and at the time of writing, May 29, Mr. MacLeod is still there in connection with the matter. Sir Henry Drayton, Chief Railway Commissioner, left Ottawa, May 26, for the west, to look into the situation on the spot.

Freight and Passenger Traffic Notes.

The Canadian Pacific Ry. started its upper lakes steamship service between Port McNicoll and Fort William, Ont., May 15.

The usual Saturday to Monday cheap tickets are being issued by the Canadian Pacific Ry., the Grand Trunk Ry., and the Canadian Northern Ry.

The first freight shipped from the east via lake and rail route reached Winnipeg, May 7, by the National Transcontinental Ry. from Fort William.

The Canadian Pacific Ry. has arranged a daily train and boat service in the Okanagan Lakes territory instead of the present six days a week service.

There will be no holiday nor excursion rates given by Canadian railways for the present, and no special trains, except those required for military purposes, will be run.

The Canadian Government Railways have restored the train and ferry service between the South Shore and Murray Bay, Que., which it was recently reported had been suspended.

The New York Central Rd. (formerly Lake Shore and Michigan Southern Rd.), passenger trains now arrive at and depart from the Michigan Central terminal at Detroit, Mich., instead of at the Brush St. terminal.

Business men of Rexton, Richibucto, and other points on the Kent Northern Ry., are urging the New Brunswick Government to consider the rates charged for freight on the line, which are alleged to be excessive, and to take steps to have them reduced.

The Grand Trunk Ry. started operating its drawing room sleeping cars from Toronto to Algonquin Park and Madawaska, Ont., Thursday, May 10, and on each succeeding Thursday, at 10.45 p.m., and from Madawaska for Toronto, at 6 a.m. on Tuesday, May 15, and each succeeding Tuesday.

A Vancouver press dispatch of May 14, said the new Great Northern Ry., and Northern Pacific Ry. terminal station, at False Creek, Vancouver, would be opened June 1, that there would be a public reception in the new building from 2 to 4 p.m., and that at the latter hour the first train would be dispatched from the station to Seattle, Wash.

Canadian Railway Rails for Use in France.

A Dominion order in Council passed Dec. 19, 1916, gave authority under certain conditions for the shipment of certain trackage from Canadian railways to France for war purposes. Under that order 800 miles of rails with the necessary turnouts, angle bars, bolts, spikes, and other track material were taken up from the Eastern Division of the National Transcontinental Ry. and shipped. Another request was received from the British Government recently for a further 300 miles of rails and accessories. The acting Minister of Railways referred the matter to the Chief Railway Commissioner, who recommended that the further 300 miles of rails be obtained from the Grand Trunk Pacific Ry., partly from the portion of the line running through the Yellowhead Pass, which closely parallels the Canadian Northern Ry., and partly from some other main track line at other points, this latter track to be replaced by other rails. An order in Council was therefore passed, under the provisions of Sec. 6 of the War Measures Act, 1914, providing as follows:

The Minister of Railways may order the G. T. Pacific Ry. to take up and deliver to him such portions of its line running through the Yellowhead Pass as may be specified by the Chief Railway Commissioner, and to deliver such other rails and track material belonging to the company as may be specified by the Chief Commissioner; and the Minister shall have the power either to relay with other rails the trackage taken up, or in lieu thereof, to grant running rights over other railways. The Minister shall have power, on the recommendation of the Chief Railway Commissioner, to take duplicate trackage belonging to any railway company in Canada for the purpose of laying all or any part of the trackage taken from the G. T. P. Ry. The Chief Railway Commissioner shall have power to compel railway companies in Canada to supply equipment for the transportation of rails in case of a shortage on the carrying line, on such terms as the Board of Railway Commissioners may order, the power to include the right not only of ordering the supplying of cars, but of locomotives to be used in the transportation of these rails to the seaboard, although

the transportation takes place over a line other than the line required to supply the equipment. The Board of Railway Commissioners shall have power to give to the company whose tracks and sidings have been taken up under authority of these regulations, or whose rails, ties, and other track materials have been taken hereunder, running rights over the railway lines and sidings of the other railway companies, upon such terms and conditions as the Board may deem just and proper. All cost, damages, and expenses under this order shall be borne by His Majesty's Government in England.

In pursuance of the authority conferred upon him by the order in council the acting Minister of Railways, on May 7, issued an order to the Grand Trunk Pacific Ry., to take up and deliver to A. Ferguson, C.E., Inspecting Engineer of the Railways Department, the rails and track material, except the ties, of the line through the Yellowhead Pass, extending from near Imrie, on the east to near Resplendent on the west, which mileage had been specified to be taken up, by the Chief Railway Commissioner. The acting Minister of Railways also granted to the G.T.P. Ry. running rights over the Canadian Northern Pacific Ry., between the points above specified, subject to terms and conditions to be determined by the Board of Railway Commissioners.

The distance between Imrie, Alta., and Resplendent, B.C., according to the company's timetables is 207 miles, but the actual mileage to be taken up under the order may be more or less, according as engineers decide the most feasible points to make the connections between the two companies' lines so that the G. T. P. Ry. may exercise its running powers over the C. N. P. R. We are advised that connections will also be made with the C. N. P. R. to give any collieries in the district, which may now be shipping over the G. T. P. R. a connection with the C. N. P. R.

Residents of Edson, Alta., a G.T.P.R. division point, 129.3 miles west of Edmonton, protested against the rails of that section being taken up, and another order was then issued, providing for taking up some rails on the G.T.P.R. and others on the C.N.R., the latter to be laid on G.T.P.R. track to replace the ones