

poles, 9.7% of all the poles purchased in 1912. This number is a decrease of 5,135, or of over 8% from the total in 1911. These companies used only four kinds of wood—cedar (eastern and western), spruce and hemlock. Hemlock was not reported in 1911 by these companies, and poles of Douglas fir, chestnut, yellow pine and tamarack reported in that year were dropped from the list in 1912. The electric companies as a rule purchase the best class of poles, of the greatest length, and seldom obtain their supply locally. These facts are probably responsible for the high values in the table. The average value per pole of \$4.79 is an increase of 24 cents over 1911.

Table 2 gives the details of the poles purchased by all classes of pole line companies, separated according to length classes.

Of the total 608,556 poles, 66.1% were from 20 to 25 ft. long, and were valued at \$1.15. Over 20% were in the 26 to 30 ft. class, and were valued at an average of \$2.42. In the 31 to 35 ft. class, 7.8% of the poles were placed, and these were valued at \$4.01. The 36 to 40 ft. poles formed 3.4% of the total at \$5.38, and the poles of 40 ft. and over, at a value of \$6.68, made up the remaining 1.5%.

Cedar poles formed the bulk of each length class and made up practically all the poles in the greater length classes (36 ft. and over). Tamarack and spruce poles were also used in the greater

length classes and formed a large per cent. of the poles between 26 and 35 ft. The jack pine poles were all in the 26 to 30 ft. class, and practically all the poles of Douglas fir, chestnut and hemlock were less than 25 ft. long. The spruce and chestnut poles in the greatest length class (40 ft. and over) were purchased for special purposes and their low prices do not indicate their relative value.

Many of the pole line companies use preservative treatments of different kinds to prevent decay and insect injury. These include impregnation of the butts of the poles with creosote, zinc chloride and other chemicals. In some cases the bark is left on the part of the pole which comes into contact with the soil, and this tends to increase the life with some kinds of wood. Painting the butts of the poles with hot tar or creosote will increase their life by several years. Many companies have found that the increased life which is accomplished by preservative treatment brings about a considerable saving in the annual cost of the upkeep of a pole line. By thorough treatment with preservatives many non-durable woods, such as balsam fir, are being used satisfactorily where their use in an untreated state would not have been possible.

The foregoing bulletin was prepared by the Interior Department's Forestry Branch, R. H. Campbell, Director of Forestry.

Orders by Board of Railway Commissioners.

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.

19831. July 14.—Amending order 19239, May 9, re protection of G.T.R. crossing at King St., Cobourg, Ont.

19832. July 18.—Authorizing Alberta Department of Public Works to build highway crossings over G.T.P.R. Calgary Branch, at Duhamel.

19833. July 14.—Authorizing City of Saskatoon, Sask., to build highway across Canadian Northern Ry. at Hilliard St.

19834. July 11.—Substituting C. N. Ontario Ry. plan A, of June 20, showing proposed crossing over Conklin River, for plan approved under order 18598.

19835. July 17.—Authorizing Canadian Northern Ry. to build a Y through s.e. ¼ Sec. 28-55-25, w. 4 m., Alta., to be completed within three months.

19836. July 18.—Ordering C.P.R. to install improved type of automatic electric bell at Miller crossing, near Kingsbury, Que., 20 per cent. of cost to be paid out of the railway grade crossing fund.

19837. July 18.—Ordering C.P.R. to cut down 4 or 5 ft. of earth on west side of crossing of river road about 3 miles east of Kingsbury, Que., between Melbourne and Windsor Mills, and raise west approach, so that approaching trains may be seen 900 ft. away at a distance of 100 ft. from crossing, and within 60 days to install improved type of automatic electric bell, 20 per cent. of cost of installing bell to be paid out of the railway grade crossing fund.

19838. July 10.—Ordering C.P.R. to repair retaining wall, raise it at least one foot, build standard railing along same; widen road on south shore of St. Francois River, running parallel to its Orford Subdivision at mileage 55, to at least 18 ft. wide throughout, to be completed by Nov. 1.

19839. July 14.—Authorizing Ontario Public Works Department to build highway at grade across C.P.R. Sault Ste. Marie Branch, on Lot 7, Con. 1, Drury Tp.

19840. July 12.—Authorizing C.P.R. to build bridge 2.92 over Toronto Suburban Ry., near Meadowdale, Ont.

19841. July 11.—Authorizing C.P.R. to build spurs for Laurentide Brick & Sand Co., at mileage 12.25 from St. Martin Jct., Que.

19842. July 18.—Authorizing Campbellford, Lake Ontario and Western Ry. (C.P.R.) to build

spur across C. N. Ontario Ry., at mileage 122.02 from Glen Tay, Ont.

19843. July 12.—Authorizing G. T. Pacific Branch Lines Co. to build its Tofteld-Calgary Branch across highway at mileage 43.9, North Alberta District.

19844. July 21.—Approving location of G.T.R. station and freight shed to be built at New Lowell, Ont., also proposed rearrangement of track and detail plans of station and freight shed.

19845. July 14.—Approving location of G. T. Pacific Branch Lines Co.'s station at Dacer, Sask.

19846. 19847. July 14.—Authorizing City of St. Thomas, Ont., to lay 12 in. water main under Pere Marquette Rd. on Wilson Ave., between Ada and Elm Sts., and 18 in. water main under G.T.R. on Hughes St.

19848. July 14.—Authorizing Canadian Copper Co., Copper Cliff, Ont., to build crossing, with gates, over Algoma Eastern Ry., in Lot 11, Con. 4, McKim Tp.

19849. May 30.—Establishing express collection and delivery limits in St. Boniface, Man., and rescinding order 15024, Sept. 15, 1911, in same connection.

19850. July 18.—Ordering Canadian Northern Ry., within 60 days, to install improved type of illuminated electric bell at crossing of Fort William Road, between Fort William and Port Arthur, Ont., 20 per cent. of cost to be paid out of the railway grade crossing fund; speed of trains limited to 6 miles an hour over crossing; and a sign post to be erected at least 250 ft. from crossing, indicating that cars must be kept inside that point, on spur track.

19851. July 22.—Postponing effective date of modification of Rule 7 of G.T.R. Special Freight Tariff, C.R.C. E.2374, I.C.C. 1660, in Supplements 5 and 3, respectively, and of Rule 33 of C.P.R. Local Freight Tariff, C.R.C. E.2141, I.C.C. E.1288, in Supplements 9 and 6, respectively, until otherwise ordered.

19852. July 21.—Authorizing C.P.R. to build road diversion in Sec. 13-13-15, w. 4 m., and build its Suffield-Blackie Branch, at grade across highway between Secs. 12 and 13-15, w. 4 m., mileage 41.0 from Suffield.

19853. July 19.—Authorizing C.P.R. to build its double track across G.T.R. at mileage 32.56 from Toronto.

19854. July 17.—Authorizing C.P.R. to move farm crossing from its present position, at or near mileage 50, north of McAdam Jct., N.B., to 190 ft. south, on lands of G. Sterling and J. A. Peabody.

19855. July 21.—Approving clearance as shown on plan, from G.T.R. side track to one of Pratt & Letchworth Co.'s buildings, Brantford, Ont.; provided G.T.R. keeps its men off sides of cars while operating on side track.

19856. July 12.—Ordering Brockville, Westport and North Western Ry. to build cattle pass 8 ft. wide and as high as ground will permit, through embankment near to leading from barn of

D. H. and C. S. Grey, Elizabethtown Tp., Ont.

19857. July 21.—Establishing express collection and delivery limits in Grand Forks, B.C.

19858. July 22.—Disallowing cancellation of stop over arrangement at Outremont, Que., in connection with shipments of grain and grain products from Western Canada, as contained in Supplement 9 to C.P.R. all rail and lake and rail Special Tariff, C.R.C. E.2480, said supplement having been made effective June 19, and suspending, until otherwise ordered, cancellations of stop over arrangements at Toronto, West Toronto, Montreal and Outremont, in connection with shipments of grain, grain products, hay and potatoes, items 22 and 23, of C.P.R. Special Freight Tariff, C.R.C. E.2141, as contained in Supplement 16, effective July 23.

19859. July 21.—Authorizing Moose Jaw Electric Ry. to build single track on High St. West, across C.P.R. Outlook Branch.

19860. July 21.—Authorizing Toronto, Hamilton and Buffalo Ry. to cross, at grade, highway between Lots 26 and 27, Con. 3, Saltfleet Tp., with a passing siding.

19861. July 22.—Authorizing C.P.R. to build spur, for Vermont Marble Co., in Peterboro, Ont.

19862. July 23.—Amending order 19676, June 25, re switching lead at C.P.R. yards, Smiths Falls, Ont.

19863. July 21.—Authorizing Michigan Central Rd. to build weighing scales on side track leading to Canadian Shredded Wheat Co., on Lewis Ave., Niagara Falls, Ont., and approving clearances of bridge over same.

19864. July 21.—Authorizing City of St. Thomas, Ont., to lay 18 in. water main under M.C.R. on Moore St., between Talbot and Centre Sts., and Moore and Mill Sts., and on Mill St. between Centre and Amelia Sts.

19865. July 22.—Approving Great Northern Ry. Standard Passenger Tariff C.R.C. 825, applying a maximum rate of 3c. a mile between stations on its lines as follows:—Brandon, Saskatchewan and Hudson's Bay Ry.; Manitoba Great Northern Ry.; Midland Ry. of Manitoba; Victoria and Sidney Ry. and Victoria Terminal Ry. and Ferry Co.; and temporarily approving, pending judgment in inquiry into rates generally in B.C., tariff applying a maximum rate of 4c. a mile between stations on its lines as follows:—Bedlington and Nelson Ry.; Crows Nest Southern Ry.; Nelson and Fort Sheppard Ry.; New Westminster Southern Ry.; Red Mountain Ry.; and Vancouver, Victoria and Eastern Ry. and Navigation Co.

19866. July 21.—Approving, temporarily, pending judgment in inquiry into rates charged generally in B.C., the G.T. Pacific Ry. Standard Freight Mileage Tariff C.R.C. 17, including and cancelling C.R.C. 15, to apply between stations in B.C., Prince Rupert to Morricetown, inclusive.

19867. July 22.—Approving location of G. T. Pacific Ry. station at Cooking Lake, Alta., mileage 766.1 west of Winnipeg.

19868. July 23.—Extending to Sept. 15, time within which interlocking plant be installed at crossing of Canadian Northern Ry. by G. T. Pacific Ry. at Empire Ave., Fort William, Ont., as required by order 19352, May 22.

19869. July 22.—Approving location of C.P.R. station at Trossachs, Sask.

19870. July 22.—Authorizing Campbellford Lake Ontario and Western Ry. (C.P.R.) to build at grade across Ontario St., Cobourg, Ont., mileage 120.20 from Glen Tay.

19871. July 22.—Authorizing C. N. Ontario Ry. to build across and divert public road under Mississippi River bridge, in Lot 22, Fitzroy Tp.

19872. July 23.—Authorizing C.N. Ontario Ry. to build bridge across Petawawa River (west crossing), Deacon Tp., mileage 159.3 west of Ottawa.

19873. July 23.—Authorizing G. T. Pacific Branch Lines Co. to build highway across its Tofteld-Calgary Branch, at mileage 104.5 in North Alberta District.

19874. July 22.—Authorizing G.T.R. to build siding for Farquharson-Gifford Co., Stratford, Ont.

19875. July 22.—Authorizing C.P.R. to build spur for Medina Shale Brick Co. and Streetsville Brick Co., Streetsville, Ont.

19876. July 23.—Authorizing C.P.R. to build spur for Abernethy and Loughed, in Lot 398, Sec. 12, Tp. 12, Haney, N.W.D., British Columbia.

19877. July 23.—Authorizing C. N. Ontario Ry. to build across public road between Saltfleet and Grimsby Tps., Ont.

19878. July 24.—Amending order 19593, June 16, re C.P.R. bridge 103.7, near Foster station, Que.

19879. July 23.—Authorizing C.P.R. to build spur for its Irrigation Department at Brooks, Alta., to be completed within three months.

19880. July 23.—Approving G. T. Pacific Ry. revised location and location of its station grounds, in Sec. 17-43-2, w. 4 m., Alta.

19881. July 22.—Authorizing C. N. Ontario Ry. to build across 14 highways in Saltfleet Tp.

19882. July 23.—Approving plans of C.P.R. overhead highway bridge, at Asylum Side Road, London, Ont.

19883. 19884. July 23.—Authorizing C.P.R. to build bridges, 33.5, near Cavan Station, and 5.75, near Norwood Station, Ont.; 55.8, near Station Rooth, N.B.; 7.1, near Norwood Station, 33.6, near Dunsford, and 16.9, near Ops, Ont.

19885. July 24.—Recommending to Governor in Council for sanction, indenture of lease, June 2, between Kettle Valley Ry. and C.P.R.