

Board of Railway Commissioners.

The following orders have been issued by the Board of Railway Commissioners for Canada:—

The G.T.R. was authorized to construct a branch line in London, Ont., connecting its tracks with these of the C.P.R., and was given power to cross the line of the London Street Ry. Any agreement made between the G.T.R. and the C.P.R. for the interchange of traffic over the line is to be submitted to the Board for approval; and the question of providing protection at the crossing of the L.S. Ry. is reserved for further consideration. (July 6.)

The Preston and Berlin Street Ry. was given power to cross certain spur tracks of the G.T.R. in Waterloo and Berlin, Ont., at the cost of the applicants, the work to be done by the G.T.R. The question of the protection of the crossings is reserved for further consideration. (July 14.)

The G.T.R. was authorized to construct a siding from its main line in Hamilton west of Sherman Avenue to the Frost Wire Fence Co.'s works. (Aug. 23.)

Authorizing the G.T.R. to construct a siding from its line north of St. Martin Street,

Authorizing the laying of sewer pipes by the Toronto City Council on Prince's St., under the tracks of the C.P.R. and the G.T.R. (Sept. 30.)

Sanctioning the extension of the Brooklyn and Stenwinder spur on the Columbia and Western Ry. to Lower Tunnel, Old Ironsides Mine, B.C. (Oct. 5.)

Approving plans of the Atlantic, Quebec and Western Ry. from Paspébiac, Que., northeasterly for 10 miles. (Oct. 5.)

Approving a by-law of the Temiscouata Ry. authorizing the General Manager, Superintendent or General Passenger Agent to prepare and issue tariffs of tolls to be charged for freight and passengers. (Oct. 13.)

Sanctioning plans and specifications of a bridge across the Chaudiere River at Beauce Junction, Que., to replace the present wooden structure. (Oct. 14.)

Railway Operating Rules.

At a meeting in Montreal on Oct. 6, of representatives of various railways in response to the circular of the Secretary of the Board of Railway Commissioners respecting the adoption of a uniform code of rules for the

Grain Elevator Notes.

Steele & Co., Ridgeway, Ont., are erecting a 10,000 bush. elevator at St. Thomas, Ont., for the bean trade.

The Alberta Grain Co. has completed the foundations for a new elevator at Wetaskiwin Alta., and it was expected that the elevator would be erected by the end of Oct.

S. J. Parker, whose application for a lease of a portion of the river front opposite his property at Owen Sound, Ont., had been filed by the town council, asks that the question may be re-opened. He is considering the possibility of having to build an elevator in connection with the linseed oil mill there.

The Lowe Farmers' Elevator Co. has been incorporated under the Manitoba Companies' Act, with a capital of \$10,000 and offices at Lowe Farm, Man. The provisional directors are: J. Schroeder, P. K. Rempel, H. E. Peters, J. Gerbrandt, P. Hiebert, J. W. Wiens and J. Heppner, all of Lowe Farm.

After some discussion the Canadian Northern Ry. has notified the council of the Winnipeg Grain Exchange that it will receive "tough" 1, 2 and 3 northern wheat into its



CANADIAN NORTHERN RY. ELEVATORS AT PORT ARTHUR, ONT.

Montreal, to the premises of E. Lemire, and connecting with the G.T.R. north of Richmond St. (Sept. 13.)

Granting leave to the Montreal Terminal Ry. to establish and operate its line of railway on a number of streets in Maisonneuve, Que., in accordance with an agreement entered into between the company and the corporation dated April 30, 1904. (Sept. 30.)

Approving of the plans and specifications of a number of steel and iron bridges on the C.P.R. (Sept. 22.)

Approving of location of James Bay Ry. from mileage 20.09 to mileage 48.45 through the district of Muskoka, Ont. (Sept. 24.)

Approving of locations for stations at Foote's Bay, mileage 23.5; Medora, mileage 29; and Bala, mileage 33, on the James Bay Ry. (Sept. 24.)

Sanctioning plans and specifications of the Canadian Northern Ry. bridge over the North Saskatchewan River near Battleford, Sask. (Sept. 24.)

Approving of the construction by the C.P.R. of an additional track over Cote St. Luke, Que., roadway in connection with the new yard at that point. (Sept. 26.)

Approving of plans for bridges at several points on the C.P.R. (Sept. 27.)

operation of trains on Canadian railways, C. W. Spencer, General Superintendent of Transportation, C.P.R. Eastern Lines, presided, and A. J. Gorrie, General Superintendent Great Northern Ry. of Canada, was secretary. The following lines were represented: Bay of Quinte Ry., C.P.R., Canadian Northern Ry., Canada Atlantic Ry., Central Vermont Ry., Central Ontario Ry., Dominion Atlantic Ry., G.T.R., Great Northern Ry. of Canada; Halifax and South-Western Ry.; Inverness Ry. and Coal Co.; Kingston and Pembroke Ry.; Michigan Central Rd.; Ottawa and New York Ry.; Quebec Central Ry.; Toronto, Hamilton and Buffalo Ry.

It was decided that the representatives of the G.T.R. and C.P.R. be formed into a committee, taking the C.P.R. rules as a basis on which to work to form the standard for the Dominion. This committee is to look over the rules and make whatever alterations they consider advisable. When these alterations are completed, a notice will be sent to all the different railway companies interested, showing the basis arrived at, and one month will be given to investigate same, when a further meeting will be called to decide on what standard will be submitted to the Railway Commissioners to decide upon.

elevator at Port Arthur, Ont., for storage for 15 days, after which it will be transferred to the drying plant for treatment. The C. N. R. has heretofore transferred all this wheat to its drying elevator on receipt.

The Gilbert Plains Milling Co. (Ltd.) has been incorporated under the Manitoba Companies' Act, with a capital of \$40,000, and offices at Gilbert Plains, Man., to carry on a general grain dealing and milling business, and in connection therewith to build or lease elevators. D. Cameron, G. A. Campbell, W. C. Inglis, C. C. Baker, A. W. Heath of Gilbert Plains, and J. Law of Dauphin, are the provisional directors.

The Ontario Court of Appeal has dismissed with costs the action of the Goderich Elevator and Transit Co. against the Dominion Elevator Co. The action was originally brought in July, 1903, as a result of the Dominion Elevator Co. refusing to pay for 150,000 bush. of space for the preceding winter, which the Goderich Elevator and Transit Co. claimed it had engaged through a Toronto broker. The plaintiff claimed \$2,250 for the space which had been kept empty in accordance with the contract. It appears that