

the Commissioners will then probably decide on the question of operating the road by electricity. (April, pg. 145.)

Trans-Canada Ry.—In reference to the press reports that the capital had been secured for the immediate construction of about 400 miles of railway from Roberval, Que., to Hudson Bay, for the Quebec and Lake St. John Ry., we are advised that the proposed construction is to be on the Trans-Canada Ry., which is controlled by very much the same interests as the Q. and L. St. J. Ry. The capital is ready for the construction of the line from Roberval, which is the Lake St. John terminal of the Q. and L. St. J. Ry., to the mouth of Nottaway River, on James Bay, a distance of 380 miles, with a branch from the main line to the mining district of Lake Chibogamo, where there are large deposits of asbestos, copper, magnetic iron and gold. The furnishing of the money is subject to certain terms which are under the consideration of the Government. Surveys for the line have been made by H. O'Sullivan, F.R.G.S., and A. E. Doucet, C.E., and the promoters hope that the work may go on this year. The projected line will run almost exactly through the centre of the province, considerably to the north of the proposed route of the Eastern Division of the Grand Trunk Pacific Ry., and an excellent route has been obtained. The summit between the St. Lawrence and the Hudson Bay watersheds is only 900 ft. higher than Lake St. John, or 1,200 ft. above tide level. There are in the country to be opened up several million acres of spruce forests, and some very large water powers capable of developing from 200,000 to 400,000 h.p.; the soil generally is good, and the climate is stated to be better than that prevailing in the Lower St. Lawrence valley.

Vancouver, Victoria and Eastern Ry.—Application is being made at the current session of the Dominion Parliament for an act to again declare the company to be one under the jurisdiction of the Dominion Parliament, and authorizing the construction of a line from Oliver, on the line of the Victoria Terminal Ry. and Ferry Co.'s line, to Liverpool, and the Fraser River Bridge; the making of connections with lines operating in the State of Washington, and the Vancouver, Westminster and Yukon Ry.; the Victoria Terminal Ry. and Ferry Co., and the New Westminster Southern Ry. An extension of time for the completion of the lines is also being asked.

Several survey parties are reported to be in the field at different points, and J. H. Kennedy, Chief Engineer, was recently reported to be visiting those working in the vicinity of Princeton and Keremeos, B.C. A number of contractors' engineers are also in the district looking over the ground. (April, pg. 145.)

Orders by the Railway Commissioners.

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

Authorizing the C.P.R., as lessees of the Toronto, Grey and Bruce Ry., to construct a siding on Liberty St., Toronto, crossing a G.T.R. siding at Jefferson Ave. (Mar. 18.)

Authorizing the C.P.R. to extend its branch line from sec. 19, tp. 2, range 6, west of the second principal meridian in Assiniboia, for 4.32 miles. (Mar. 28.)

Approving of the C.P.R. form of circus transportation contract. (April 20.)

Approving plans for the location of the Nicola, Kamloops and Similkameen Coal and Ry. Co.'s proposed railway from Spence's Bridge to Nicola Lake, 45 miles. (April 24.)

Authorizing a highway crossing of the C.P.R. in Russell township, Russell county, Ont. (April 26.)

Granting permission to the Guelph and

Goderich Ry. to carry its tracks under the G.T.R. at Blyth, Ont. (April 26.)

Authorizing the Quebec Ry., Light and Power Co. to construct a branch from its main line to the grounds of the Beauport Lunatic Asylum, Quebec. (April 27.)

Granting permission to the Gravenhurst, Ont., corporation to carry water mains under the G.T.R. tracks in that town. (Apr. 28.)

Approving an electric interlocking plant at Garth St., Hamilton, Ont., for the Toronto, Hamilton and Buffalo Ry. (April 29.)

Sanctioning location of a line for the C.P.R. from Yahk, B. C., to the International boundary, 9.19 miles. (April 29.)

Approving plans of a bridge over the Big Sauble River near Thedford, Ont., at mileage 134½ from Toronto, for the G.T.R. (May 1.)

Approving plans for a number of bridges on the Canada Atlantic Ry., on the application of the G.T.R. (May 1.)

Approving plans of a bridge across the Pothole Valley, Alta., for the Alberta Ry. and Irrigation Co. (May 1.)

Approving plans for three trestle bridges for the G.T.R. on the Northern Division. (May 2.)

Approving plans and profiles of an extension of the Calgary and Edmonton Ry. from Strathcona to Edmonton, Alta., for the C.P.R. (May 3.)

Approving plans for the construction of the Quill Lakes branch of the Manitoba and North-Western Ry. for the C.P.R. (May 9.)

Authorizing the G.T.R. to expropriate lands in the village of Notre Dame de Graces, West, Montreal, containing altogether 3.97 acres. (May 10.)

Approving of a proposed deviation of the route of the power transmission line of the Toronto and Niagara Power Co. in the third concession of York tp., York county. (May 12.)

Approving of plans for a branch line in Ingersoll, Ont., for the Tillsonburg, Lake Erie and Pacific Ry. (May 12.)

Authorizing changes in the location at nine points of the line located between Kleinburg and Sudbury, Ont., for the C.P.R. The Board disallowed the application to change the location at four other points. (May 15.)

Approving of plans for the reconstruction of the superstructures of bridges for the G.T.R. in the 12th District. (May 15.)

Directing the repayment to the Schomberg and Aurora Ry. of \$200 deposited as security for the cost of construction of a siding with the G.T.R. at King, Ont. (May 15.)

Authorizing a change in the interlocking of the crossing by the Toronto, Hamilton and Buffalo Ry. of the G.T.R. at Victoria St., Hamilton, Ont. (May 22.)

Approving of plans for a number of bridges to be built by the C.P.R. on the Atlantic, Eastern, Lake Superior and Pacific divisions, and also approving of standard plate girder spans on the line. (May 22.)

The New Ontario Transportation Co. has been incorporated under the Ontario Companies' Act, with a capital of \$40,000 and offices at Fort William, Ont., to carry on a general contracting business. The provisional directors are: J. S. Smith, of Port Arthur, Ont.; E. H. Lane, E. J. Newton F. DeL. Stover, J. S. Steele, of Fort William.

The Canadian Northern Ry. has filed with the Board of Railway Commissioners tariffs of tolls on its main line from Kamsack to the Elbow, Assa., at 3½ cents a mile; Arizona section—Arizona Jct. to Pleasant Point, Man.; Carberry branch—Brandon Jct. to Carberry, Man.; Clanwilliam branch—Neepawa to Clanwilliam, Man., at 3 cents a mile.

Railway Commission Freight Orders.

The Bay of Quinte Ry. applied to the Board for permission to issue special rate notices giving carload rates on the actual weight of grain left in elevators or country storehouses at the close of the season's business, without previous application. On Feb. 9 the Board issued an order authorizing the issue of special rate notices in certain cases, and upon report of the Chief Traffic Officer, and it appearing to the Board that the practice referred to is one of long standing with the railways, is in the public interest, and that it would be unreasonable to require the shipper to pay the full carload minimum weight for each lot, it is ordered, "That the railway companies subject to the act be, and they are hereby, authorized to apply the carload rates on the actual weight on any less-than-carload lots of grain that may remain in the shippers' storehouses or elevators at the cleaning up of the season's business, preparatory to the reception of the new crops; and that the special rate notices giving effect to the said rates to be filed with the Board, and show for the information of the Board the reason for the issue thereof, and the rates which would have to be charged in the absence of said notices." (May 16.)

Upon the complaint of the Farmers' Association of Canada and the Dominion Cattle Dealers' Association against the G.T.R. and the C.P.R., under the Railway Act, 1903, alleging that discriminatory and excessive rates are charged for the transportation of cattle, in carloads, from stations on companies' lines to Montreal for export. On Mar. 6 the respondent companies were directed to submit for approval a proposition for rates scaling down from 23½c. from stations in Canada, west of Stratford, London and St. Thomas, and 25c. from the territory north of Goderich contiguous to Lake Huron and Georgian Bay, through reasonably graduated groups, to 15c. from Toronto, the rates from the Niagara district not to exceed the rate from Brantford, the present rates in no case to be exceeded, and section 252, subsection 3, of the Railway Act, 1903, to be observed. Application was made by the companies for a re-hearing of their case, which was had at Toronto April 25. Upon hearing Mr. Gregory on behalf of the complainants, and Mr. Loud for the companies, and upon the report and recommendation of the Chief Traffic Officer, and the evidence adduced, the Board has issued the following order May 18: "That in place of the rates at present being charged, the respondent companies substitute rates not exceeding the following, namely:—

FROM THE UNDERMENTIONED GROUPS TO MONTREAL.

	Per 100 lbs.
1. Windsor, Sarnia and Point Edward to, but not including St. Thomas, London and St. Mary's	23½ cents
2. St. Thomas, Port Rowan, London and St. Mary's to, but not including Simcoe, Brantford, Harrisburg, Galt and Berlin	22 "
3. Simcoe, Brantford, Harrisburg, Galt, Waterloo and Berlin to Fort Erie, Niagara Falls, Port Dallowie, Dundas, Guelph Jct. and Guelph, incl.	21 "
4. Hamilton, Campbellville and Rockwood to Oakville, Streetsville and Brampton, incl.	20 "
5. East of Oakville, Streetsville and Brampton to and including Mimico, Lambton and Weston	18½ "
6. Toronto and Toronto points	17 "
7. North of Toronto to and including Maple and Woodbridge	18½ "
8. North of Maple, Woodbridge, Brampton and Georgetown to and including Newmarket, Cardwell Jct. and Caledon East	20 "
9. North of Newmarket to and including Barrie	21 "
10. North of Caledon East to and including Beeton, north of Cardwell Jct. and Inglewood to and including Orangeville	21½ "