

of said track. The applicant shall not run freight trains of more than 3 cars, exclusive of the motor, on Yonge st., & shall not run freight trains at a greater speed than 6 miles an hour through the towns, unincorporated villages, the unincorporated village of Thornhill, & that part of Yonge st. south of North Toronto, or on any other part of Yonge st., at a greater speed than 15 miles an hour. The applicant shall not operate its railway by any other power than electricity on Yonge st., & in its operation shall be subject to such agreements as may be or have heretofore been entered into between the County Council of York & the applicant. This order is subject to the reservation of the right by the Committee, & the recognition of said right by the applicant, to make such orders as may hereafter be deemed expedient respecting the time & mode of running freight cars & trains. Truck cars run in connection with a passenger car or cars shall not be considered freight cars within the meaning of the order."

Notwithstanding that this order was agreed

was made from the railway siding to within a couple of feet of the street line. The whole question is now before the courts. The M.R. Co. has applied for the order of the Railway Committee to be made an order of the court, & the Toronto Ry. Co., under fiat from the Attorney-General of Ontario, has entered suit to test the legality of the Railway Committee's order.

Lansdowne Avenue Crossing, Toronto.—The application of the City of Toronto for a crossing over the C.P.R. & G.T.R. tracks at Lansdowne Avenue, came before the committee Nov. 7, & a few days later an order was issued directing that the city "may have a temporary crossing at rail level, for foot passengers only" over the railway tracks, "up to & including Feb. 20, 1900, on condition that the city shall, at its own cost, provide & keep a watchman at the crossing day & night, & shall make the approaches & crossing safe for the travelling public before the crossing is used for traffic. The Committee further directs, that after Feb. 20, 1900, all crossing

of the Railway Committee to build a subway, that it could not build without first obtaining permission under the Ontario Government municipal act, & that the plans submitted by the City showed that the construction of a temporary crossing would be a work of much expense. The City based its power to build the crossing upon sec. 14 of the Railway Act, & upon sec. 11, sub-section Q, which provides that whenever the Railway Committee find it necessary that streets should be laid across the tracks of a railroad they shall apportion the costs. On Nov. 30 the Chancellor enlarged the case for two weeks, leaving it in statu quo until the G.T.R. brings its appeal against the decision of the Railway Committee before the Governor-in-Council. In the meantime there will be no level crossing.

The Brotherhood of Locomotive Engineers is said to have decided to select a site in Cleveland, Ohio, for permanent headquarters. The land & building will cost \$300,000.



THE LARGEST BRIDGE TRUSS THAT HAS BEEN.

to on behalf of Toronto by the corporation counsel, in the presence of a deputation of three aldermen, the arrangement was repudiated by the Mayor & Council, & Mr. Osler was retained to test the jurisdiction of the Railway Committee in the matter. North Toronto followed by applying for an injunction restraining the M.R. Co. from using Yonge St. as a branch railway for the passage of heavy freight cars & motors to & from the C.P.R., & to restrain the M.R. Co. from converting the highway into a railway right of way, notwithstanding any order to the contrary of the Railway Committee. On Nov. 25, acting on the authority of the Railway Committee's order, the M.R. Co. put a force of men at work with horses, scrapers, etc., to make the connection, but they were stopped by force by the Toronto police, & on the application of the city counsel the Chancellor granted an injunction stopping further work till after the hearing. The workmen were then set at work upon the C.P.R. property on the east side of the street, & the necessary excavation

at the said place shall be discontinued, unless the city shall prior to such date elect to construct a permanent subway in lieu of such crossing, & shall satisfy the Committee that bona fide & reasonable progress is being made in the construction of the subway; in which event the Committee will grant an extension of time for the continuance of the temporary crossing while the construction of the subway is being prosecuted with such despatch as shall be satisfactory to the Committee. The detail plans of subway & the works of construction thereof to be approved by the Chief Engineer of Government Railways, & the cost of subway, including all consequential damages, costs, charges, & expenses in connection therewith, to be borne one-half by the City & the other half by the two companies equally."

The G.T.R. at once entered suit to prevent the City from making a temporary crossing, basing it upon three grounds, that the City had no right to erect such a crossing while it was undecided whether to accept the order

A Large Truss for the C.P.R.—The illustration on this page shows one of two latticed trusses just used by the C.P.R. in the reconstruction of its bridge over the Credit River, near Streetsville, Ont., & which are said to be without doubt the largest single pieces of structural work ever shipped. Each measures 126 ft. in length over all, by 15 ft. deep, has 5½ panels, weighs 80,000 lbs., & stands when loaded on specially low & heavy cars, 19½ ft. from top of rail to top of truss. The trusses were hauled to the siding at Streetsville, where, after being connected by bracing into a complete span, the latter was loaded on cars & hauled about ¾ of a mile to the bridge site, where the span was lifted off the cars by 2 sets of the heaviest block & tackle ever used in Canada, hung from 2 high gantries. The cars were then run out from under the span & the old bridge, a single span deck Howe truss, was moved to one side, after which the iron span was let down into position. We are indebted to the Hamilton Spectator for the use of the illustration.