

No. 729. Oct. 31.—Sanctioning plans of a bridge to be erected over the highway at station 14+60 near Highlands on the C.P.R. Lachine branch.

No. 730. Oct. 30.—Sanctioning location of the line of the Brandon, Saskatchewan and Hudson's Bay Ry. from a point in sec. 1, tp. 7, range 20, west of the first principal meridian, to a point in sec. 17, tp. 9, range 19, w.p.m.

No. 731. Oct. 31.—Authorizing the Canadian Northern Ry. to cross at rail level the lines of the Qu'Appelle, Long Lake and Saskatchewan Ry., (operated by the C.P.R.) at Prince Albert, Sask.

No. 732. Aug. 29.—Authorizing the James Bay Ry. to construct an under crossing of the tracks of the Midland Division of the G.T.R. near Beaverton, Ont.

No. 733. Nov. 3.—Sanctioning the construction of a bridge over the head race of the Shawenegan Water Power Co., in the St. Maurice River, for the St. Maurice Valley Ry.

No. 734. Nov. 3.—Sanctioning deviation from previously located line of the James Bay Ry. between mileage three and mileage six from Toronto.

No. 735. Sept. 22.—Authorizing the B.C. Electric Ry. to erect and maintain a line of wires for the purpose of conveying electric power across the tracks of the Vancouver, Westminster and Yukon Ry., at Vancouver, B.C.

No. 736. Nov. 3.—Sanctioning location plans of the Midway and Vernon Ry. from Rock Creek to West Bridge, B.C., 10.8 miles.

No. 737. Nov. 3.—Sanctioning deviation from the previously located line of the Vancouver, Victoria and Eastern Ry. from lot 423 to lot 170, tp. 67, Yale District, B.C.

No. 738. Nov. 3.—Granting leave to the town of Sudbury to construct a highway to cross the Stobie branch of the C.P.R. at Louis St.

No. 739. Nov. 3.—Approving of location plans for the Brandon, Saskatchewan and Hudson's Bay Ry., from sec. 18, tp. 6, range 19, west principal meridian, to sec. 36, tp. 6, range 20, w.p.m.

No. 740. Oct. 31.—Sanctioning highway crossings at 16 points on the line of the Guelph and Goderich Ry.

No. 741. Oct. 31.—Amending a clerical error in an order dated Oct. 2, respecting the under crossing of the G.T.R. by the South-West Traction Co.'s line, by substituting St. Thomas for Toronto.

No. 742. Nov. 3.—See under Railway Freight Orders, this page.

No. 743. Nov. 4.—Authorizing the connection between the Lindsay, Bobcaygeon & Pontypool Ry. and the G.T.R., in Lindsay, Ont., and authorizing the opening of the same for the carriage of traffic.

No. 744. Sept. 11.—Authorizing the town of Portage la Prairie, Man., to construct a sewer under the tracks of the C.P.R. and Canadian Northern Ry., on Campbell St.

Sir T. G. Shaughnessy, President, stated Nov. 11 that the reports to the effect that the C.P.R. had protested against the Dominion Government awarding a ten-year contract to the Allan Line for the trans-Atlantic mail contract was incorrect.

Toronto Globe, Nov. 7:—"At this date fifty years ago the Globe was telling its readers they were doomed to disappointment in their expectation that some portion of the railway between Montreal and Toronto would be completed so as to shorten the time for the transmission of the mails between the two cities. During the half century intervening almost the whole of the railway mileage in the Dominion has been constructed, to say nothing of a large amount of double track. The development of the railway system of Canada is one of the best proofs of the enduring prosperity of the country."

Freight Orders by the Railway Commissioners.

The Board of Railway Commissioners issued the following order No. 742, Nov. 3:—In the matter of application of the Columbia and Western Ry. Co. and the C.P.R. Co., for an order under sec. 257 of The Railway Act, 1903, disallowing the tariff of the Red Mountain Ry. filed Oct. 3, 1905, as C.R.C. no. A33, and restoring tariff C.R.C. no. A30, in lieu thereof, and the applicants undertaking by their counsel that, in the event of the Board restoring the said tariff C.R.C. no. A33, or prescribing any rate higher than \$2.50 for the services in the said tariff mentioned, the said applicants will abide by and obey any order of the Board for the payment of such tolls or rates as the Board may fix upon the traffic to which such tariff refers, carried during the suspension of said tariff C.R.C. no. A33, it is ordered *ex parte* that tariff C.R.C. no. A33 of the Red Mountain Ry. Co. be disallowed, and doth prescribe in lieu thereof tariff C.R.C. No. A30 for the services therein mentioned. This order shall come into force immediately, and remain in force until the hearing of the application, or until Nov. 15.

CARLOAD RATES ON BEANS.

The following order was issued under date of Oct. 31, in the matter of the complaint of the Farmers' Association of Ontario, alleging that railway companies have unreasonably advanced rates on beans in carloads from shipping points in Western Ontario. Upon hearing counsel for complainants, and what was alleged on behalf of the complainants and the railway companies, the evidence adduced and upon the report of the Chief Traffic Officer of the Board, the Board doth order that the mileage rates published by certain railway companies to be charged on grain, in carloads, immediately prior to May 10, 1905, and which, until Jan. 1, 1903, were published to be charged also on beans, in carloads, be again published as the maximum rates to be charged on beans, in carloads, between points in Eastern Canada on any one line of railway subject to the Railway Act, 1903, as to tolls, the rate between any station in Western Ontario and Belleville, Ivanhoe or Gravenhurst, or any intermediate point, not to exceed 15c. per 100 lbs.; except that between points west of Toronto and points east of Belleville and Ivanhoe, the rates on beans, in carloads, shall not exceed those now charged on grain, in carloads, with the addition of 30%, and subject to a maximum rate of 20c. per 100 lbs. to or from Montreal or Ottawa, or intermediate points, the rates at and on each side of Belleville and Ivanhoe to be merged by reduction, if necessary to do so in conformity with sec. 252, sub-sec. 3, of the Act; that to points east and south of Montreal to which through rates are made by railway companies by the addition of so-called arbitraries to the rates to Montreal, the arbitraries charged on grain shall be added to the aforesaid rate or rates to Montreal, except that the through rates so arrived at shall not be lower than the through rates on grain current at the time of shipment, plus 30%; that to points east of the last mentioned arbitrary territory, on the lines of the Canadian Pacific and Intercolonial railways, the rates shall be those published to apply on grain in the higher or non-competitive tariffs of the initial railways, the points to which the rates are affected by water competition, and which are shown in the lower or competitive tariffs, to be placed for the purposes of this order in the groups into which they would fall if shown in the higher or non-competitive tariffs; these rates, and those of the last mentioned arbitrary territory, to be merged by reduction, if necessary to do so in conformity with sec. 252,

sub-sec. 3, of the Act; and the minimum rate to St. John and intermediate points to be, under the present basis of rates, that in force to Intercolonial Ry. stations immediately east of St. John. Provided that no railway company is to be hereby required to charge less rates on beans than it charges on grain between the same points, as shown in its tariffs now on file with the Board.

Railway Equipment Notes.

The G.T.R. has placed an order for six freight locomotives with the Canada Foundry Co.

The Toronto, Hamilton and Buffalo Ry. has received a number of new cars for its Toronto-Buffalo service.

Rhodes, Curry & Co., Ltd., Amherst, N.S., has delivered a snow plough to the New Brunswick Southern Ry.

T. Eaton, of the T. Eaton Co., Toronto, has had a private car, which has been named the Etonia, built in the U.S.

The C.P.R. has placed a further order with the Locomotive & Machine Co., of Montreal, for two 3½ yard Atlantic type steam shovels, and two 2½ yard shovels.

The Alaska Central Rd. expects its car shops at Seward to be completed in Dec., when work on 30 flat cars and 20 ballast cars will be commenced.

The C.P.R., we are officially advised, does not at the present time contemplate the purchase of any rolling stock in the United States as stated in recent press reports.

The Intercolonial Ry. has received two first-class coaches from Rhodes, Curry & Co., Amherst, N.S., and has placed an order for 20 cabooses with that company.

The Locomotive & Machine Co., of Montreal, will begin delivery to the G.T.R., in May, 1906, of the 25 locomotives, the ordering of which was mentioned in our last issue.

The C.P.R. recently received the following rolling stock: one locomotive from the Locomotive and Machine Co. of Montreal; six locomotives, 864 box cars, 72 flat cars and 68 stock cars from its Angus, Montreal, shops; and 34 vans from its Farnham, Que., shops.

At the semi-annual meeting of the G.T.R., recently, the President, Sir C. Rivers Wilson, stated that the company had entered into a contract with the Canada Car Co., Montreal, for 12,000 freight cars and 250 passenger cars, delivery to begin next year, and the work to be distributed over five years.

The Freight Traffic Manager of the G.T.R. stated before the Board of Railway Commissioners recently, that the company had ordered 15 locomotives from the Canadian Locomotive Co., Kingston, Ont.; six from the Canada Foundry Co., Toronto; and 25 from the Locomotive and Machine Co. of Montreal.

The C.P.R. placed the following orders for additional rolling stock recently: ten passenger and freight locomotives at its Angus, Montreal, shops; 15 freight locomotives with the Canadian Locomotive Co., Kingston, Ont.; 35 freight locomotives with the Locomotive and Machine Co. of Montreal, and 20 standard vans with its Farnham, Que., shops.

The legend Erie Rd. will replace that of the Pere Marquette Rd., Cincinnati, Hamilton and Dayton Rd., and Chicago, Cincinnati and Louisville Rd., which lines have been taken over by the Erie Rd. The P.M.R. cars were also marked Trans-Michigan Route; and the cars acquired after the