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The Great Northern Railway's Policy in Canada.

Carl R. Gray, President, Great Northern Ry., writes Canadian Railway and Marine World, from St. Paul, Minn., under date of July 13 as follows:—

"My attention has just been called to an editorial in your July issue. Will you not do me the justice to print my unqualified denial of the correctness of any portion of the statement which you have quoted, and my additional assurance that I did not say to any one anything which would justify the alleged interview? The dispatch was sent out from Spokane, Wash., before I became officially connected with the Great Northern, and even before any official announcement had been made of my appointment. I had never been in Canada and I had not the slightest knowledge at the time of any of the plans of the Great Northern. Inasmuch as the only Canadian lines which we have in mind are intended to connect up with Vancouver as a port, and as none of them serve a country which could be called specially a grain growing section, the utter absurdity of the statement can be easily appreciated.

"This unauthorized and untrue interview has been very widely quoted, and I have recognized the utter futility of attempting to deny it in every quarter, but in view of the fact that you have accepted it as true and drawn from it certain conclusions (which I must admit on its face were justifiable, but which, in view of the facts, constitute an injustice both to the Great Northern Ry. and to myself), I am sure that it is only necessary to call your attention to the matter to secure equal publicity for my denial."

Had the interview referred to appeared in a daily paper as an ordinary press dispatch, we should not have paid any attention to it, but it was published in Engineering News, of New York, a technical paper with a reputation for accuracy, and we therefore accepted it as authentic. It credited Mr. Gray with stating as follows:—

"Millions of dollars are to be expended this year and next year in extending lines into the virgin territory of Washington and Oregon, and into the province of British Columbia. The plan is to drain the rich grain fields of Western Canada by means of north and south feeders. Contracted work in eastern Washington to the Pacific coast will be rushed to completion, and additional contracts will be awarded soon for extensive development in Northern Washington. Development of subsidiary lines in Oregon will be carried out by J. H. Young, the new President of the Spokane, Portland and Seattle Rd. and other Hill lines. The Northwest is our territory, and we are planning to strengthen our position in all parts of the western country."

We have pleasure in giving Mr. Gray's denial equal publicity. His statement that the only Canadian lines which his company has in contemplation are to connect up with Vancouver as a port is significant. But the fact must not be lost sight of that in addition to the arrangement under which the G.N.R. crosses the International Boundary and reaches Winnipeg over the Canadian Northern Ry. it has also crossed at two other points in Manitoba and has built lines to Portage la Prairie and Brandon, which certainly are draining "the rich grain fields of Western Canada by means of north and south lines."

A glance at the G.N.R.'s map will show that it has eleven other branch lines running northeasterly from its main line towards the International Boundary south of Manitoba and Saskatchewan, some of them being built almost to the boundary. Rightly or wrongly, the impression prevails that it has been the G.N.R.'s intention to extend some or all of these lines into Canada, and had the

reciprocity treaty been ratified, the probability is that some at least of such extensions would have been already made or under way.

Orders for Construction of Toronto Union Station and Viaduct.

The Board of Railway Commissioners passed order 17034, July 18, as follows.—Re consideration of plans of new union station, Toronto, filed by the railway companies: Upon the hearing of the matter at the sittings of the Board in Toronto, May 24, the Grand Trunk and Canadian Pacific Railway Companies and the city of Toronto being represented by counsel at the hearing, and what was alleged, it is ordered that the plan of the said proposed new union station, submitted by the G.T.R. Co., dated Jan. 17, 1912, and filed with the Board as plan A, be approved: the work of constructing the said station to be commenced forthwith and completed not later than Sept. 1, 1914; and that the railway companies be liable to a penalty of \$100 a day for every day they are in default under this order, with leave to move to extend the time, or to be relieved of such penalties, if any, if the facts warrant such application.

THE ORDER FOR THE VIADUCT.

The Board passed the following order 17033, July 18:—Re separation of grades in the city of Toronto, and order 7200, dated June 9, 1909, as amended by orders 13568 and 16019, dated April 25, 1911, and Feb. 22, 1912, respectively, it is ordered that the work ordered to be done under order 7200, as amended by orders 13568 and 16019, be commenced forthwith and completed on or before Sept. 1, 1914; and that the railway companies be liable to a penalty of \$100 a day for every day they shall be in default under this order, with leave to move to extend the time, or to be relieved of such penalties, if any, if the facts warrant such application.

Railway Lands Patented.—Letters patent were issued during May for railway lands in Manitoba, Saskatchewan, Alberta and British Columbia, as follows:—

	Acre.
Canadian Northern Alberta Ry.	15.87
Canadian Northern Ry.	9,897.94
Canadian Pacific Ry.	48.24
Grand Trunk Pacific Ry.	48,946
Qu'Appelle, Long Lake and Saskatchewan Rd. and Steamboat Co.	1,359.62
Total	11,370.616

The C.P.R. and the Canadian Northern Ry. each subscribed \$5,000 to the fund raised to aid those who suffered loss in the recent cyclone disaster at Regina, Sask.

The Brandon, Man., council unanimously passed a resolution, July 16, in favor of laying a double track on Tenth St., from Princess St. to Victoria St., and on July 18, the Mayor stated that he had vetoed the resolution.

The Nelson Electric Ry. Co., notified the city council, July 16, that it could not entertain the council's offer of \$75,000 for the line. The company suggested that a conference be held at which a price might be fixed.

J. A. Boswell, who has retired from the Superintendentcy of the Eastern Division, Dominion Ex. Co., Montreal, was entertained to dinner at the Montreal Club recently, by his friends and business associates. He was subsequently presented with an illuminated address containing the signatures of the company's chief employes, and a walrus suit case, with a gold watch bracelet for Mrs. Boswell. He was born at Columbus, Ohio, in 1840, and entered the express business in 1861, with the United States Ex. Co., on the Pennsylvania Rd., and served with that company until 1888, when he joined the Dominion Ex. Co.