

Orders by the Railway Commissioners.

The following orders have been issued by the Board:—

Approving of plans of nine bridges over the Don River between mileage 4.4 and mileage 14.3; bridge over the Seguin River, Parry Sound, Ont.; highway crossing at mileage 29.9; farm crossing at mileage 30; and plans of standard trestles and wooden box and pile culverts for the James Bay Ry. (Jan. 10.)

Approving of the proposed extensions of the C.P.R. sidings in Perth, Ont. (Jan. 10.)

Approving plans for a siding in Goderich, Ont., for the G.T.R. (Jan. 12.)

Approving plans for spur lines 860 ft. and 760 ft. in length respectively, for the C.P.R. in Winnipeg, from points on the Ross Avenue branch to factories. (Jan. 13.)

Authorizing a change in the location of the James Bay Ry. between mileage 8 and mileage 9 from Toronto. (Jan. 13.)

Approving plans for a change in location on the line of the C.P.R., Pheasant Hills branch, between mileage 146.8 and mileage 189.8. (Jan. 14.)

Authorizing the construction of a spur line in Sandwich East, Ont., for the G.T.R. (Jan. 17.)

Sanctioning a by-law of the Ottawa and New York Ry. appointing its General Manager, or such officer as he may designate, to make tariffs of tolls for the company. (Jan. 18.)

Granting permission to the Gordon, N.B., Highway Commissioners to construct a highway across the Tobique branch of the C.P.R., near the Odell River bridge. (Jan. 18.)

Granting permission to the Galt, Ont., city council to lay sewers under the G.T.R. tracks in that city according to plans furnished. (Jan. 19.)

Granting permission to the municipality of St. Andrew's, Man., to construct highways across the West Selkirk branch of the C.P.R. (Jan. 24.)

Sanctioning a by-law of the James Bay Ry., authorizing D. B. Hanna, or such officer of the company as he may designate, to make tariffs of tolls for the company. (Jan. 25.)

Further extending the period within which the Morrissey, Fernie and Michel Ry. may use a crossing of the C.P.R. near Fernie, pending the installation of interlocking and derauling devices. (Jan. 25.)

Authorizing the construction of a spur line in Strathroy, Ont., for the G.T.R. (Jan. 25.)

Authorizing the Tillsonburg, Lake Erie and Pacific Ry. to operate its line under the rules and regulations published in its time table, No. 1. (Feb. 1.)

Approving of plans for a crossing of a highway in Elzevir township, Hastings county, Ont., by the Bay of Quinte Ry. (Feb. 1.)

Approving plans for the construction of a subway on Grand River St., under the G.T.R., and an overhead bridge to carry the railway over John St., Paris, Ont., for the G.T.R. (Feb. 2.)

Port Arthur Industries.—The Atikokan Iron Co. is the title of a new corporation, for which letters patent are being applied for, with a capital of \$1,000,000, for the purpose of mining iron ore, and manufacturing pig iron and other products of iron and steel. The company's mines are at Atikokan, on the Canadian Northern Ry., west of Port Arthur, Ont., and the blast furnaces, rolling mills, etc., will be at Port Arthur. Of the capital, Mackenzie, Mann & Co. take \$400,000, number of U.S. capitalists the remaining \$400,000. In connection with this company it is proposed to form the Canadian Coal and Ore Dock Co., to construct coal and ore docks at Port Arthur, at a cost of \$600,000.

Passenger and Freight Tariffs.

Concluded from Feb., pg. 67.

The Boston and Maine Rd., in respect of its Canadian line—The Massawippi Valley Ry.—filed a tariff showing rates between its stations per 100 lbs.; wood products at per carload of 30,000 lbs.; and wood at per cord.

The British Yukon Ry. has had approved a tariff showing the following rates for distances under 5 miles, and for over 85 and under 90 miles.

Class...	1	2	3	4	5	6	7	8	9	10
Cents...	24	21	18	15	12	11	10	11	10	09
Cents.	190	166	142	119	95	90	75	73	73	70

The minimum charge is 50 cents for distances under 35 miles, and \$1 for over 35 and under 80 miles. Subject to Canadian Freight Classification.

Canadian Pacific Ry.—The freight mileage tariff no. 1 applies (local and interchange) between stations on the Lake Superior Division (North Bay and east), the Eastern Division, the Ontario Division and the Atlantic Division; while tariff no. 2 applies between stations on the Lake Superior Division (North Bay and west), also on interchange between stations on the Lake Superior Division (west of North Bay), and stations on the Lake Superior Division (North Bay and east); Eastern Division, Ontario Division and Atlantic Division. The rates are governed by the Canadian Freight Classification, and subject to change upon legal notice, and to the general rules and conditions of carriage adopted by the C.P.R. The rate for distances under five miles is 8c. per 100 lbs. for 1st class, and ranges to 3c. per 100 lbs. for 10th class freight, and is worked out for distances up to 1,000 miles on tariff no. 1, the rates for that distance being \$1.50 for 1st class, and 53c. for 10th class freight per 100 lbs.; while on tariff no. 2 the rates are worked out for distances up to 3,000 miles, the amounts are \$3.70 for 1st class and \$1.15 for 10th class freight per 100 lbs. Local tariffs are also published for traffic on Okanagan Lake, B.C.; for stations between Kirkella, Man., and east on main line, and Port Arthur, Ont., and west, including stations in Manitoba on branch lines; also on interchange between stations in the territory already mentioned and stations east of Port Arthur to Sudbury Jct., Ont.; and between Canmore and east on main line Crow's Nest and east on Crow's Nest line and Fleming, Assa., and west, including stations on branch lines shown in list attached; and on interchange traffic in the territory named and to and from main and branch line stations east of Fleming, Assa. Tariffs are also published for traffic on the Nakusp and Slocan Ry., Kootenay and Arrowhead Ry., Columbia and Kootenay Ry., and Columbia and Western Ry., and supplement to the same; Crow's Nest line, from Crow's Nest to Kootenay Landing, B.C., on interchange to and from Crow's Nest line west of Crow's Nest, and Crow's Nest east of Crow's Nest to Lethbridge, Alta.; also stations on MacLeod and Edmonton branches and other points; between Columbia River landings, between ports on Slocan Lake, between ports on Kootenay Lake and ports on Trout Lake; between stations on the Vancouver and Lulu Island Ry., and between stations on the Qu'Appelle, Long Lake and Saskatchewan Ry. The notice referring to the various tariffs states that "with the exception of the tariffs affecting those portions of the company's system in respect to which the company does not require approval (which portions are shown on a map filed with the Board)," they have been approved by the Board.

The Esquimalt and Nanaimo Ry.'s freight tariff as approved gives rates per 100 lbs. for

five miles and under to 80 miles, the rates for the shorter distance being:—

Class....	1	2	3	4	5	6	7	8	9	10
Cents...	16	14	12	9	6	5	5	5	6	4

The G.T.R. gives rates for distances up to 1,000 miles, and adds that the rate for distances beyond 1,000 miles is at the same rate per mile as chargeable for 1,000 miles. The tolls in the table were approved by the Governor-in-Council, June 9, 1900.

The Kingston and Pembroke Ry. states that its charges are subject to the general rules and conditions of carriage adopted by the company.

The standard freight tariffs approved for the Nelson and Fort Sheppard Ry., the Red Mountain Ry., and the Vancouver, Victoria and Eastern Ry. and Navigation Co., lines operated by the Spokane Falls and Northern Ry., a Great Northern Ry. (U.S.) subsidiary, provide for charges per 100 lbs. for 10 miles or less of:

Class..	1	2	3	4	5	6	7	8	9	10
Cents..	21	18	14	11	10	9	8	9	8	6

Minimum charge at first-class rate of not less than 25c., and subject to Canadian Freight Classification.

The Quebec Ry. Light and Power Co. has filed a tariff from stations on its lines to Quebec, rates between stations; also rates for live stock irrespective of distance.

The Quebec Southern Ry. agrees to perform a cartage service at St. Hyacinthe, Que., the additional charge being on 1st to 5th class freight, 1½c. per 100 lbs., subject to a minimum charge of 12c. for any one consignment; and on classes lower than 5th, not less than 2c. per 100 lbs., but the gross rate not to exceed 5th class plus 1½c. per 100 lbs.

A standard freight tariff has been approved, but is not published, for the Temiscouata Ry.

Other freight tariffs published are for the Atlantic and Lake Superior Ry., Bedlington and Nelson Ry., Halifax and Yarmouth Ry., and the Nova Scotia Steel and Coal Co's Ry., which vary slightly from the standards quoted above.

The Intercolonial-Grand Trunk Arbitration.—The questions at issue between the Intercolonial Ry. and the G.T.R., which form the basis of an arbitration now in progress, were recently discussed in the House of Commons. It was stated that the differences between the two railways, in regard to which the arbitrators are taking evidence, have arisen under divers contracts entered into at different times. One of the contracts was entered into in 1899 in connection with the purchase of the line from Riviere du Loup to Point Levis, Que.; another point of difference arose out of the purchase of the extension of the line from Levis to St. Hyacinthe, and others are of more recent date. There were, it was stated, provisions in the contracts providing for a reference to arbitrators of any disputes that might arise thereunder. The Intercolonial Ry. had a number of claims against the G.T.R. arising out of what was claimed to be the non-fulfilment of the contracts, the most important being a very considerable claim made by the Intercolonial Ry. in respect to the diversion by the G.T.R. of freight to Portland, Me., that ought to have been given by it to the Intercolonial to be carried to St. John or Halifax. The arbitrators have been hearing evidence for some considerable time, and the proceedings are likely to last for some time longer.

At the recent annual meeting of the Canadian Transfer Co., Montreal, Lieut.-Col. F. C. Henshaw was re-elected President; H. Paton, C. Cassils, G. R. Starke, and Sir H. M. Allan were re-elected directors, and F. M. McRobie Manager and Secretary.