

The Board of Railway Commissioners in the West

(Continued from page 341.)

claimed that in view of the liability of the railway companies under the new act those companies should pay the whole of the expense. On the other hand, the railway companies claimed that the country should bear a fair share of the cost. They instanced the fact that the Northwest Territories had been voluntarily bearing a share of the expense until the passing of the new railway act. This they urged as an argument showing that at that time the public considered they were vitally interested, and should contribute. This was, of course, before Parliament had passed the recent act.

The meeting at Prince Albert was a rather important one. Judge Macguire, on behalf of that town, urged a reduction in freight charges, basing his contention practically on the statement that the rates from Calgary to Edmonton were lower than the rates from Regina to Prince Albert, though the branches were practically identical, built under similar conditions, and operated by the same company, although the length of the Edmonton line is greater than the Prince Albert branch. A. M. Nanton, on behalf of the Qu'Appelle, Long Lake and Saskatchewan Ry., claimed that the Prince Albert line was not paying, though the Edmonton line did; that the Prince Albert line was merely operated by the C.P.R. under lease, and submitted figures to show that it was impossible to further favor Prince Albert without entailing a loss upon the company.

A deputation from Battleford waited upon the commissioners at Prince Albert, urging them to use their influence in preventing their town from being sidetracked and ruined by the Canadian Northern Ry. locating its station on the opposite side of the Saskatchewan River. They claimed that the engineering difficulties were not as great as reported, and asked that an independent engineer should be sent to investigate. The board pointed out that while this did not come within the scope of their authority, they would bring the matter to the attention of the proper parties and urge that no injustice should be done to the people of Battleford. The commissioners subsequently transmitted communications on the subject to the Minister of Railways and the Canadian Northern Ry. Co.

Some of the matters discussed at the various stations had reference to transferring cars between the different railways, applications for street-crossings by towns and the granting of better shipping facilities.

When the commissioners reached British Columbia and the Pacific coast they were confronted with a complaint from the coast lumber and shingle millers asking for better rates to Manitoba and the Northwest. They asked but a slight reduction. As soon as the mountain millers were apprised of what was being requested a protest was promptly lodged that it would ruin their industries, and asked that an adjournment should be had until they could attend at Vancouver and present their objections to any further advantage being given to the coast mills. Time was accordingly given, and in the meantime the commissioners attended at New Westminster, where they heard argument in the much-debated question between the C.P.R. and the Vancouver, Westminster & Yukon Ry. over the water front, the location of a station and the question of crossings. When they returned to Vancouver the mountain millers attended in force, urging that their mills could hardly exist under present conditions, and that the giving of any better rate to the coast mills would involve the mountain mills going out of business; in fact, raised a strong argument in favor of a reduction in their rates as against the mills of the coast, especially having refer-

ence to the shingle trade. The result of the whole investigation on this line was to confront the commissioners with a very difficult problem, and one that will require by them serious consideration before arriving at any conclusion. They heard further evidence from the mountain millers at Revelstoke.

At Nelson, B.C., the commissioners were told that since the filing of complaints matters had been amicably adjusted, but the Board of Trade of Kaslo, and representatives from Slocan City, Sandon, New Denver, Ainsworth and other places put forward a claim that Nelson had secured an advantage in the matter of distribution rates, and claimed they were also entitled to the same consideration. This same question of distribution rates and wholesale centres has come up throughout the whole country. Most of the towns aspire to be wholesale distributing centres, and claim rates equal to those accorded large wholesale centres. This has become a difficult question, and will require much consideration. All of the freight rate investigations will have to be concluded at Ottawa, where the officials of the railway companies will be required to produce tariffs, and so on, and in many instances the cases of the claimants are being supplemented by further particulars. The indications are that the board will have months of work in disposing of the business initiated on this western trip. Cases simple at first developed intricate phases as the trip proceeded, and contentions were advanced by other districts involving diametrically opposite principles.

The trip was an exceedingly interesting one, covering practically the whole of the Northwest Territories, from the boundary line to the most northerly portion of the settled country. The development which has been going on is simply marvellous, and no matter how often this statement may be repeated in the press, nor in what glowing terms it may be described, the people of eastern Canada and of Great Britain can but faintly appreciate the opportunities which are afforded.—N. R. Butcher, in Toronto Globe.

Board of Railway Commissioners.

The following orders have been issued by the Railway Commissioners for Canada:—

Approving of the construction of an additional crossing of the Northern Division G.T.R. near Toronto Junction, Ont., by the C.P.R., the crossing and signals to be provided by the C.P.R. and placed in position by the G.T.R. at the cost of the C.P.R., which company is also directed to provide for the reasonable maintenance and inspection of the crossing. (July 6.)

Approving of the construction of a branch line from the G.T.R. to the crossing of Collin and Lytton Avenues, Toronto Junction, Ont., the G.T.R. to purchase a certain lot, the price of which is fixed at \$400. (July 6.)

Approving of the terms agreed between the city of Toronto and the C.P.R. for the laying by the former of an iron water pipe under the tracks of the latter at the junction of Davenport Road and Poplar Plains Road, near Toronto.

Approving of the location of the line of the Toronto and Hamilton Ry. (Electric), from the west side of Davenport Road, Toronto, through the townships of York and Etobicoke in York county, Toronto township in Peel county and Trafalgar township in Halton county. The order of approval is given subject to the consent of the Toronto and Niagara Power Co. to the same, as such located line is on the right of way for its power line from Niagara Falls to Toronto. (July 20.)

Approving of the location of a line from the junction of the East River and St. George roads to the village of St. George, Ont., 6.08 miles, for the Grand Valley Ry. (Electric). (July 20.)

Approving of the location plans of the James Bay Ry. from mileage 3.53 south from Parry Sound, Ont., to the boundary line between Humphrey and Medora townships, 20.09 miles. (Aug. 10.)

Authorizing the crossing of the Canadian Northern Ry. on Main Street, Winnipeg, between Assiniboine River Ave. and the north end of Norwood bridge, by the Winnipeg Electric Street Ry., and making directions for the use of the same. (Aug. 12.)

Authorizing the construction by the C.P.R. of a branch line from Bienfait, Assa., on its Souris branch, to the south-west quarter of sec. 19, tp. 2, range 6, west of second principal meridian. (Aug. 13.)

Approving of the location of the Quebec, New Brunswick and Nova Scotia Ry., from the Quebec bridge to the boundary between Quebec and Portneuf counties, 15.6 miles (Aug. 15.)

Authorizing the diversion of the highway between concessions 2 and 3 in London township, Ont., the construction of an overhead bridge over the C.P.R., and approving of an agreement entered into between the C.P.R. Co. and the London township council in respect of the same. (Aug. 16.)

Approving plan of a bridge over Aberdeen Ave., Hamilton, Ont., for the Toronto, Hamilton and Buffalo Ry. (Aug. 18.)

Sanctioning plans, profiles, and books of reference for the right of way and station of the Guelph and Goderich Ry. in Guelph, Ont. (Aug. 18.)

Sanctioning deviations from the previously approved plans of the location of the Guelph and Goderich Ry. (Aug. 31.)

Approving of the plans for the strengthening and reconstruction of bridges at a number of points on the C.P.R. (Sept. 6.)

Limiting the time for the use of the crossing of the C.P.R. tracks in Sault Ste. Marie, Ont., by the International Transit Co., to three months after Aug. 24, 1904. (Sept. 7.)

Sanctioning deviations from the previously approved location of the power transmission line of the Toronto and Niagara Power Co., in Etobicoke township. (Sept. 7.)

Approving of location of a branch line for the Toronto and Hamilton Ry. between Islington and New Toronto, Ont., from lot 7, con. C, to lot 5, con. 1, Etobicoke township. (Sept. 7.)

Sanctioning plans for a deviation of the C.P.R. near Virden, Man., between mileage 180.2 and mileage 182.6. (Sept. 8.)

Approving of the lease of the Lindsay, Bobcaygeon and Pontypool Ry. to the C.P.R., and recommending the final approval of the same by the Governor-General. (Sept. 9.)

Authorizing the construction by the C.P.R. of a spur line or siding from its Manitoba and South-Western branch line along Trinity Street, Winnipeg. (Sept. 13.)

Complete copies of the above mentioned orders are on file in THE RAILWAY AND SHIPPING WORLD office, where they can be seen by subscribers to this paper.

The Annual Financial Review, vol. 4, published at 83 Yonge St., Toronto, by W. R. Houston, gives a review of the important Canadian companies, and of a number of U.S. companies, the securities of which are dealt in on Canadian exchanges. The names of the members of the different exchanges, and representative brokers in other places are given, together with tables showing the prices at which the various securities were dealt in during the year. The compilation of the volume, which extends to 386 pages, involves considerable labor, and appears to have been carefully done. The work has grown considerably since its first issue, and the several volumes give in a concise form the growth of the principal financial, savings, industrial and transportation companies of the Dominion during the present century.