

Grand Trunk Pacific Railway.

The G. T. Pacific Ry. has let a contract to Macdonald, MacMillan & Co., Westbourne, Man., for the construction of a section of the main line from Portage la Prairie, Man., to the Touchwood Hills, 275 miles. This section of the line will be light work, there being only about a total of 75 miles where the work will be at all heavy. The firm consists of D. Macdonald, A. M., and C. MacMillan, and has been engaged on the Canadian Northern Ry. construction. The contractors have a large outfit at Portage la Prairie, and work was started at once. The section of line to be built will almost parallel the C.P.R. from Portage la Prairie to a point a little west of McGregor, Man., and then proceed in a straight line west to the Assiniboine River, running about midway between the Manitoba and North-Western Ry. and the C.P.R. main line for some distance west of McGregor. Brandon is about 12 miles to the south of the located line, and will be reached by a spur; and Rapid City north of the line. The line will cross the Arrow River near Crandall and the Assiniboine River, near Crowe, and crosses the second meridian a little north of Summers. The C.P.R. made an objection to the plans, on account of the located line paralleling their line for a considerable portion of the way, but the Government upheld the plans.

Plans and specifications for the Lake Superior branch from Fort William to the Transcontinental Ry. were completed early in Aug., and it is expected that tenders will be awarded for its construction early in Sept.

The following mortgages have been filed with the Secretary of State at Ottawa:—Dated Mar. 15, to the National Trust Co., securing an issue of 4% bonds to the extent of £4,150,000, guaranteed by the G.T.R.; redeemable 1955; dated Mar. 15, to the National Trust Co., securing an issue of £1,550,000 of 4% first mortgage bonds, guaranteed by the G.T.R., redeemable in 1955, for the construction of the Lake Superior branch; dated June 10, to the Royal Trust Co., securing an issue of £14,000,000 of 3% first mortgage bonds, guaranteed by the Dominion of Canada, redeemable in 1962.

So far as the Transcontinental Ry. is concerned, the new chairman of the Commission, S. N. Parent, has taken hold, and has been making himself familiar with what has already been done. The principal work that is before the Commission at present is the consideration of plans for the line from Grand Forks to Moncton, whether it will be by the St. John River route, or by the Central route. Another question is the final location of the line from Winnipeg easterly to the point of junction with the Lake Superior branch of the G.T. Pacific Ry. The Minister of Railways recently stated that it was expected that this work would be sufficiently forward to permit of tenders being let for its construction in Nov.

Grain rates from points in Ontario to New York, Philadelphia, Baltimore, Boston and Portland, heretofore 11½¢ per cwt., will be increased to 13½¢ per cwt., Sept. 1. This rate has nothing to do with rates for export, which were recently ordered to be reduced by the Railway Commissioners, and against which the railway companies are appealing.

The Randolph Macdonald Co. has been incorporated under the Dominion Companies' Act, with a capital of \$100,000 and offices at Three Rivers, Que., to acquire the business of Randolph Macdonald, Toronto, and to carry on and extend the same. The provisional directors are R. Macdonald, Toronto; W. R. Macdonald, Three Rivers, Que.; A. Stephen, Collingwood, Ont.; W. H. Morrow, Three Rivers, Que.; M. McAndrew, St. Catharines, Ont.

C.P.R. Betterments, Construction, Etc.

Fort William-Winnipeg Second Tracking.—The headquarters of Foley Bros. and Larson, contractors for the second track work between Fort William, Ont., and Winnipeg, are at Kenora, Ont., and J. W. Stewart, who is the managing partner for Canada, will have full charge of the work. (Aug., pg. 363.)

Molson-St. Boniface Line.—In connection with the double-tracking of the line from Fort William, Ont., to Winnipeg, Man., a cut-off will be constructed, which will obviate the necessity of running trains round by Selkirk, thereby making a saving of nine miles. The cut-off will leave the transcontinental line at Molson, and will run direct to the bridge crossing the Red River at St. Boniface. The cut-off will be 36 miles in length. Plans for this line have been approved of by the Board of Railway Commissioners. (Aug., pg. 363.)

Cut-off North of Winnipeg.—Consideration is being given to a proposal to construct a cut-off north of Winnipeg, from Selkirk to near Reaburn, Man., but nothing has been definitely decided. Should this cut-off be built it would save several miles of haul on traffic from west of Winnipeg to eastern points.

Moose Jaw Northerly.—A branch line, 12 miles in length, is under construction from Moose Jaw, Sask., northerly. The work is expected to be completed by Sept. 30. Jackson & McMenemy, Moose Jaw, Sask., are the contractors.

Branch from Yahk.—Construction is being gone on with on a branch line from Yahk, at mileage 40.8 west of Cranbrook, B.C., to the International boundary, 9.19 miles. The contractors are Breckenridge & Lund. At the International boundary the line will make connection with the Spokane International Rd., now under construction from Spokane, Wash., of which D. C. Corbin is the promoter. (June, pg. 255.)

G.T.R. Betterments, Construction, Etc.

In connection with the construction of the new Union Station at Toronto, representatives of the G.T.R. are engaged in negotiating with the lessees of the burned area expropriated as the site, for the surrender of their leases. The final legal complication in the case was removed when the Judicial Committee of the Privy Council, in London, refused one of the lessees leave to appeal against the expropriation order.

The double-track work on the line in Western Ontario was expected to be completed Aug. 30, the grading between Komaka and Kingscourt Jct. having been completed at the beginning of the month, and the grading being pushed between Kingscourt Jct. and Hyde Park.

The company is negotiating for the purchase of the fair grounds, Guelph, Ont., from the Militia Department, for use as a freight yard. The department is willing to sell, but the approval of the city has to be obtained. If the sale goes through the G.T.R. will provide a new site for the militia armouries, and will erect on the old fair grounds freight sheds and lay out large yards.

We are advised that there is no truth in the report that the G.T.R. contemplates constructing a line from St. John's, Mich., to either Perrington or Middleton, via Maple Rapids, Mich.

The Canadian General Electric Co., Toronto, has issued section 4 of its supply catalogue, illustrating snap, flush and knife switches.

The C.P.R., W. Whyte, Second Vice-President, states, will not at present make any change in its rates in Manitoba and the new provinces to the west, to meet the rate of the Great Northern Ry. and other lines on the U.S. side of the International boundary. There was a considerable margin in favor of Canada in the old rate, said Mr. Whyte, and the cut has not wiped it out.

Canadian Freight Classification.

Supplement No. 5 to Canadian Freight Classification No. 12, has been submitted for the approval of the Railway Commissioners. Following is the present classification, and the changes proposed to be made:—

PRESENT.		PROPOSED.	
	LCL. CL.		LCL. CL.
Page 43, Grain and Grain Products—		Page 21, Cattle Food—	
Flour and Meal in barrels, cotton, jute or paper sacks or bags, estimated weight 200 lbs. per bbl.	5 8	Chopped Straw, Hay, Ensilage, Farnel, Meal, and other similar common cattle food.....	4 8
Page 40, Furniture—		Mixed cars, Furniture, Wire Mattresses and Spring Beds O.R. released, min. 14,000 lbs. per car.....	4
Mixed cars, Furniture, Wire Mattresses and Spring Beds, minimum 14,000 lbs.	4	Furniture and Chair Stock in white O.R. released.....	3 6
Furniture and Chair Stock in white.....	3 6		
Page 40, Furs, Robes and Skins—		Antelope, Deer, Elk and Goat, in bales or cases.....	1½ 3
Antelope, Deer or Elk Skins, dry, in bales (C.L. minimum weight 16,000 lbs.) (Subject to rule 27).....	1½ 3		
Page 42, Grain and Grain Products—		Page 46, Groceries—	
Cereals, not otherwise specified, rolled, pressed, cracked, dried or dessicated, in boxes or paper sacks.....	4 8	Postum, cereal, same as Coffee.	
Cereals, not otherwise specified, rolled, pressed, cracked, dried or dessicated, in barrels or cotton or jute bags.....	5 8		
Page 56, Iron and Steel		Forgings, heavy, same as Castings.	
Anchors, Anvils and Heavy Forgings.....	3 5	Forgings, heavy, same as Castings.	
Page 58, Iron and Steel—			
Forgings, heavy, in the rough.....	4 5	Erase the words "C.L. minimum 20,000 lbs."	
Page 75, Machinery—		Wood, or wood and iron combined, S.U. in crates or boxes.....	4-1 ..
All kinds as per above C.L. minimum 20,000 lbs. N.O.S.).....	6	Same folded in crates or boxes.....	1 5
Page 91, Swings, Wooden, K.D. and tied in bundles.....	3 5	Same entirely taken apart K.D. flat in bundles, crates or boxes.....	2 5
Sup. 4, page 22, Vehicles		Automobile bodies in the white, crated or boxed.....	D1 ..
Automobile bodies, in the white.....	D1 ..		
Page 98, Vehicle parts		Buggy seats, in white, nested crated or boxed.....	3 ..
Buggy seats, in white, nested, crated or boxed.....	1 ..	Eliminated.	
Buggy seats, in white, nested.....	3 ..		