

G. A. Mountain, Engineer, Board of Railway Commissioners for Canada, Ottawa, Ont., born at Quebec, Sept. 28, 1860.
 E. D. Nash, Assistant Superintendent, Central Vermont Ry., at New London, Conn., born at Shelburne Falls, Mass., Sept. 24, 1852.
 J. Osborne, General Superintendent, Eastern Division, C.P.R., at Montreal, born there Sept. 19, 1861.
 E. D. Parker, Assistant General Freight Agent, Minneapolis, St. Paul & Sault Ste. Marie Ry., at St. Paul, Minn., born at Granville, Ohio, Sept. 20, 1839.
 W. D. Robb, Superintendent of Motive Power, G.T.R., at Montreal, born at Longueuil, Que., Sept. 21, 1857.
 W. H. Rosevear, General Car Accountant, G.T.R., at Montreal, born at Wadebridge, Cornwall, Eng., Sept. 26, 1837.
 F. M. Spaidal, Superintendent, C.P.R., at Montreal, born at Gananoque, Ont., Nov. 13, 1868.
 D. Sutherland, General Freight Agent, Newfoundland Ry., at St. John's, Nfld., born at Niagara Falls, Ont., Sept. 21, 1873.
 W. R. Tiffin, Superintendent, Northern Division, G.T.R., at Allandale, Ont., born at Hamilton, Ont., Sept., 1844.
 W. Whyte, 2nd Vice-President, C.P.R. at Winnipeg, Man., born at Charleston, Scotland, Sept. 15, 1843.

Board of Railway Commissioners.

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

Approving of the crossing of the G.T.R. by the Preston and Berlin Ry. in Berlin, Ont., at the cost of the latter Co., which has to deposit \$200 with the Board to pay for so much of the work as has to be done by the G.T.R. The applicants to be permitted to use the crossing, before the installation of the interlocking plant, on placing a watchman at the crossing. (June 22.)
 Approving of a bridge under the G.T.R. in Berlin, Ont., to be constructed by the Preston and Berlin Ry., under the supervision of a G.T.R. engineer. In the event of its becoming necessary to double track the G.T.R., the Board expressed an opinion that the cost of such widening should be borne by the P. and B. Ry. (June 22.)
 Approving of the Toronto and Mimico Ry. crossing on the level; a siding of the G.T.R. serving the St. Lawrence Starch Works, and providing for the safety of cars using the same. (June 25.)
 Respecting the use of a swing bridge over the Trent Valley canal at Ashburnham, Ont., carrying the C.P.R. tracks, and of a swing bridge over the same canal at Nassau, carrying the G.T.R. tracks. (July 5.)
 Approving plans of a subway carrying the lake shore road near Port Hope, Ont., under the G.T.R. (July 13.)
 Approving plans and profiles of the roads and streets crossed by the Lindsay, Bobcaygeon and Pontypool Ry., in Lindsay, Ont. (July 13.)
 Approving of the construction of a spur line by the G.T.R. across Ferguson Ave., Hamilton, Ont. (July 20.)
 Approving of the proposed crossing of the lumber line of John Breakey, Que., by the line of the Quebec Bridge and Ry. Co. The crossing is to be provided at the expense of the Q.B. and Ry. Co., and its use is restricted to the running of the contractor's construction trains. (July 23.)
 Ordering the Hull Electric Co. to further protect its crossing of the C.P.R. tracks north of the Central railway station, Ottawa, Ont. (July 26.)
 Approving of a change in position of the semaphore governing the crossing of the Canada Atlantic Ry. by the Ottawa Electric Ry. on Broad St. (July 26.)

Approving of the proposed diversion from the previously located line of the Toronto and Niagara Power Co., in the township of Etobicoke, Ont. (July 29.)

Approving of the location of the line of the Vancouver, Victoria and Eastern Ry. and Navigation Co. from the Fraser River Bridge to a junction with the line of the Victoria Terminal Ry. from Cloverdale, B.C.; and to the International boundary at Huntingdon. (Aug. 4.)

Railway Operating Rules.

A circular letter has been issued by the Board of Railway Commissioners for Canada to the various railway companies inviting co-operation in drawing up a uniform code of rules for the operation of trains. The circular follows: "A number of accidents are occurring upon our railways from time to time, and the opinion exists that, to some extent these are due to the want of uniformity in the rules governing the operation of the various lines. It has occurred to the Board that, whether this be the fact or not, it would be of advantage in many respects if a uniform system of standard rules were adopted and in force in Canada, and the Board has thought it well to request the railway companies operating throughout the Dominion of Canada to select representatives, who might meet together at a time and place to be settled between them for the consideration of this subject, and if possible for the formulating of a set of rules to be submitted to the Board for its approval and sanction. The Board invites the attention of all railway companies operating in Canada to the importance of this subject, and would suggest that some date, not later than Oct. 1 next, be chosen at which the initial steps might be taken to attain the object the Board has had in view in this communication."

Recent Dominion Legislation

In addition to the acts relating to transportation interests passed at the last session of the Dominion Parliament, lists of which appear in our July and Aug. issues, the following received the royal assent Aug. 10:—

Authorizing the Government of Canada to purchase the Canada Eastern Ry., and to take possession of the Fredericton and St. Mary's railway bridge.

Respecting the Edmonton Street Ry. Co.

Respecting the arbitration between His Majesty and the G.T. Ry. Co.

Respecting the Montreal Terminal Ry. Co.
 Amending the Railway Act, 1903 (two acts.)

Respecting the payment of certain railway subsidies.

Amending the act of 1903 respecting the bounties on steel and iron.

Authorizing the granting of subsidies in aid of the construction of certain lines of railway.

Amending an act passed earlier in the session respecting the Temiscouata Ry. Co.

Amending an act passed earlier in the session incorporating the Thorold and Lake Erie Ry. Co.

Respecting the Temagami Ry. Co.

Respecting the West Canadian Collieries (Ltd.)

At the last session of the Dominion Parliament an act was passed arranging for the settlement by arbitration of differences between the G.T.R. and the Intercolonial Ry., arising out of the distribution of seaboard freight by the G.T.R. at Montreal, and the use of its terminals there by the I.C.R. The arbitrators are Justice Killam, Ottawa; Justice Davidson, Montreal, and G. F. Shepley, K.C., Toronto. The sittings of the arbitrators are being held at Montreal and will be private.

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Algoma Central and Hudson Bay Ry.—Traffic has been re-opened on this line from Sault Ste. Marie to Trout Lake, Ont., about 75 miles, close up to the Montreal River, at which point a steel bridge will have to be erected. (June, pg. 181.)

Atlantic, Quebec and Western Ry.—We were recently advised that it was the intention of the company to have from 10 to 20 miles of its line constructed by June, 1905, from Gaspé Basin towards Paspébiac, Que., in addition to a section of the interior route from Gaspé Basin to Causapsal, on the I.C.R. H. O'Sullivan, Lorette, Que., is the engineer in charge. (July, pg. 230.)

Berlin, Waterloo, Wellesley and Lake Huron Ry.—Negotiations have been in progress with the C.P.R. with a view of that Company taking over the charter and franchises. (Aug., pg. 275.)

Bracebridge and Trading Lake Ry.—At the last session of the Dominion Parliament a subsidy of \$3,200 a mile, with a provision for an increase up to \$6,400 a mile was voted towards the construction of a line from Bracebridge to Baysville, Ont. A subsidy was voted for the construction of this line in 1900, and a survey was made in 1901 by A. Brunel, C.E., Toronto, but no construction has been done. (Jan., 1902, pg. 1.)

Bruce Mines and Algoma Ry.—The Dominion Parliament at its last session voted a subsidy of \$3,200 a mile, with a provision for an increase to \$6,400 a mile for the following sections of line already constructed and in operation: for three miles southerly from Bruce Mines Junction to the town of Bruce Mines, Ont., and the shore of Lake Huron; for six miles from Gordon Lake station northerly to Rock Lake. A subsidy of a like amount was also voted for the construction of 12 miles northerly from the present terminus at Rock Lake. This is in lieu of a subsidy for 21 miles voted in 1903.

The line from the station in Bruce Mines town to Jack's Island on Lake Huron is 5,000 ft. in length. Between the main shore and Jack's Island there is about 1,800 ft. of trestle, which affords excellent facilities for bringing in saw logs, round and other timber and unloading same into the bay, where rafts can be formed or barges loaded to be towed to destination. At the south-easterly end of Jack's Island a dock has been constructed alongside the railway terminal. The depth of water alongside the dock is 18½ ft.; the dock itself is 50 ft. wide and 700 ft. long, including approach. The northerly extension of the line, we are advised, is projected to Woman River, on the C.P.R. transcontinental line, and will open up a large tract of timber, agricultural and mineral lands. (Aug., pg. 275.)

Cape Breton Coal, Iron and Ry. Co.—English capital has been interested in this company and the directorate has been re-organized, the present officers and directors being: President, H. Mayhew, of London, Eng.; Vice-President, T. Lancaster, of Sydney, N.S.; Treasurer, G. M. W. Hanson, Montreal; Secretary, E. W. Mosely, Sydney; other directors: C. H. Hanson, — Gladstone, — Thompson, of London, Eng.; N. Ferguson, — Crowe, of Sydney, N.S. Nothing has yet been decided in reference to the surveys or construction of the projected railway from Sydney to Louisburg.

Caraquet and Gulf Shore Rys.—We are advised that the interests now in control of these lines find that a large expenditure is desirable on the improvement of the lines, and that arrangements for securing it are being made. The improvements intended include