

floor, 13,300, plus basement, 1,400; gross cubic contents, exclusive of basement, 477,000; net contents, 460,000. This building consists of concrete foundations, surmounted by a steel frame, with curtain walls and roof slab of reinforced concrete. The engine room is served by a 15 ton travelling crane operated by hand. The engine room is provided with a hardwood floor, supported by steel framing over the basement portion.

GAS-PRODUCER HOUSE.—40 ft.—10 in. x 38 ft.—10 in. Area covered, 1,600 sq. ft.; net area of floors, 2,750 sq. ft.; gross cubic contents, 61,600 cubic ft.; net contents, 52,700 cubic ft. This building consists of a single story with a basement. It is a steel frame structure with reinforced concrete walls and roof slab. The basement floor is of concrete, the charging floor is of steel.

DRY KILN.—57 ft. x 25 ft.—4 in., 17 ft.—4 in. x 16 ft.—8 in. Area covered, exclusive of platform, 1,730 sq. ft.; net area of floors, 1,550 sq. ft.; gross cubic contents, 22,500 cubic ft.; net contents, 14,000 cubic ft. This is a brick and wood combination building, upon concrete foundations. There is a platform on either side, 6 ft. in width.

LUMBER SHED.—150 ft. x 20 ft. Area covered, 3,100 sq. ft.; net floor area, 2,800 sq. ft.; gross cubic contents, 46,500 cubic ft.; net contents, 36,000 cubic ft. This is a wooden structure upon concrete foundations.

Replying to questions as to the cost of the shops, the Minister of Railways said the contracts had been completed, but the final payments had not been made. The contract price of the passenger car and paint shops, and the stores and office building was \$146,445, with a schedule for additions and deductions. The amount paid to date was \$147,736.08. A voucher for \$72,304.75 had been prepared for final estimate but not paid. The contract price for the freight car repair shop was \$66,630, with a schedule for additions and deductions; the amount paid on final estimate was \$75,213.32. The contract price for the locomotive shops was \$430,000, with a schedule for additions and deductions. The amount paid to date was \$403,171.29, and a voucher for \$81,740 had been prepared for final estimate, but not paid.

E. A. Walberg, the contractor, has issued a writ against the Government to recover \$105,000 alleged to be due for extra work on the shops.

Railway Subsidy Commission Suit.

Royce & Henderson, solicitors, Toronto, recently sued the National Trust Co., as executors and trustees of the estate of the late E. A. Bremner, of London, Eng., for \$19,416.96 for professional services rendered to Mr. Bremner, and after his death on June 23, 1908, to his estate. Of this amount \$16,000 was commission claimed for procuring on Oct. 23, 1903, a general subsidy of \$160,000 for the Temagami Railway Co. Mr. Justice McMahon dismissed the action as to all items of claim subsequent to Bremner's death, including the \$16,000 item, saying: "As Alan H. Royce's retainer terminated with Mr. Bremner's death, and as he was, I find not retained by the National Trust Company as solicitor after Bremner's death, he cannot recover in respect of any items in the bill subsequent to June 23, 1903." Reference was made to the taxing officer to tax plaintiffs' bill of costs for services rendered prior to Bremner's death.

Government Railways Managing Board.

Following is a copy of a report of a Committee of the Privy Council, approved by the Governor General:—On a memorandum, dated April 16, 1909, from the Minister of Railways and Canals, representing that he has, for some time past, had under most careful consideration the various complicated questions involved in the operation of the Government Railways, both from the financial and administrative points of view, and, as the result, has concluded that a change in the present method of management is desirable. The Minister directs attention to the following facts; The Intercolonial Ry. was built as a Government road, in pursuance of the requirements of the British North America Act of 1867, sec. 145; and without amendment of this Act, must retain that characteristic. It was opened for traffic on July 1, 1876, between Halifax and Riviere du Loup; its length, including the Pictou and Windsor branches, and the line from St. John to Point du Chene (Shediac) being 745 miles. By various extensions, purchases, and leasing arrangements its length, in the year 1907-8, reached a total of 1,448.62 miles—the cost of operation being \$9,157,435.53. Its traffic comprised 4,134,046 tons of freight and 2,789,371 passengers. The Prince Edward Island Ry. was taken over by the Government on December 29, 1873, under the express provisions of the Imperial Order-in-Council of June 26, 1873, admitting P.E.I. into the Dominion. At the time of the original opening of the I.C.R. for traffic, and the taking over of the P.E.I.R., an organization was adopted, which, with some modifications, has remained in force up to the present day, notwithstanding the changed conditions, and the expansion of the road and its operations. The official placed in immediate charge is a General Manager, who is also in charge of the P.E.I.R., under the title of "General Manager, Government Railways." By Section 49 of the Government Railways Act, R.S.C., 1906, chapter 36, it is provided that the Governor-in-Council may, from time to time, make such regulations as he deems necessary for the management, proper use and protection of all or any of the Government railways, including station houses, yards and other property in connection therewith; for the ascertaining and collection of tolls, dues and revenues thereon; to be observed by the conductors, engine drivers, and other officers and servants of the Minister, and by all companies and persons using such railways; relating to the construction of the carriages and other vehicles to be used in the trains on such railways.

The Minister considers it expedient and recommends that, in pursuance of the above statutory provision, the following be fixed as the organization to be in force on and after April 1, 1909, for the Government Railways—the I.C.R. and the P.E.I.R.—as at present constituted, and as the same may hereafter be extended or modified; such organization to be in supercession of the existing organization;—The position of General Manager of Government Railways be abolished. A Board to be constituted under the name "The Government Railways Managing Board." The said Board to consist of four persons, namely: M. J. Butler, Deputy Minister and Chief Engineer of the Department of Railways and Canals, who shall be Chairman of the Board; D. Pottinger, I.S.O.; E. Tiffin, the present Traffic Manager, he retaining that

position; F. P. Brady, of Montreal. The said Board to supervise and direct all departments of the railways owned or operated by the Government of Canada. The duties and powers of the said Board to be as hereunder defined, namely: They shall have the powers usually vested in the executives of railway corporations. They shall prepare, subject to the Government Railways Act, and the Provident Fund Act, and, with the approval thereto of the Governor in Council first obtained, carry out rules and regulations as follows: For the organization of the staff and officials of the railways; for the conditions of employment in the railway service; for the purchasing of supplies and the sale of materials; for the ascertaining and collection of the railway tolls, dues and revenues; those to be observed by the conductors, engine drivers and other officers and servants, and by all companies and persons using such railways; those relating to the rolling stock to be used in the trains in such railways. They shall meet for the transaction of business at least once a month, and shall keep regular minutes of each meeting. They shall report to the Minister of Railways and Canals monthly, and shall also make a special and comprehensive report at the end of each fiscal year, on the expenditures and receipts of the Government roads; and on all occurrences, and transactions of importance, and shall, further, furnish such reports as may be, from time to time, required of them by the Department of Railways and Canals. The Minister further recommends that the salaries payable to the several members of the said Board above-named be fixed as follows: To Mr. Butler, no salary as a member of the Board; and to Messrs. Pottinger, Tiffin and Brady, \$6,000 a year each. The Minister also recommends that, with the exception of Mr. Butler, whose Departmental duties render such provisions inapplicable, the appointees be required to devote the whole of their time to the official duties attached to their positions. The Committee submit the same for approval.

Industrial Disputes Investigation Act.

—For the two years ended Mar. 31, which this act has been in force, there were 22 investigations into disputes involving transportation interests. Of these, 16 concerned steam railways, 3 electric railways, and 3 mariners and longshoremen. Two applications for the appointment of boards were made by the employers. In only one case was a strike not averted, viz., that of the C.P.R. mechanical employees, who struck work Aug. 5, 1908, and remained out until Oct. 5, when they returned to work on the terms originally recommended by the board appointed on their own application. At the close of the year mentioned, there still remained one board investigating a transportation dispute to report, it being concerned with Kingston and Pembroke Ry. telegraphers.

Railway Lands Patented.—Letters patent were issued to railway companies, during Jan., covering Dominion lands in Manitoba, Saskatchewan, Alberta and British Columbia, as follows:—

| | Acres. |
|---|----------|
| C. N. R. | 269.80 |
| C. P. R. grants | 10.54 |
| G. T. P. R. grants | 503.96 |
| Manitoba & Southeastern Ry. | 157.30 |
| Manitoba Southwestern Col. Ry. | 160.00 |
| Qu'Appelle, Long Lake & Saskatchewan Rd. and Steamboat Co. | 320.00 |
| | 1,421.60 |