

26521. Sept. 13.—Ordering C.P.R. to erect Standard 2 station at Amisk, Alta., by Sept. 1, -918.

26522. Sept. 13.—Authorizing C.P.R. to build ballast pit spur across road allowance between Secs. 26 and 27, Tp. 34, R. 26, west 2nd meridian, Sask., mileage 62.5, Sutherland Sub. Div.

26523. Sept. 13.—Authorizing C.P.R. to rebuild bridges 56.4 and 56.5, Galt Subdivision, Ontario District.

26524. Sept. 13.—Extending to Nov. 15 time within which Canadian Northern Ry. shall build station between east switch and road crossing at Kuroki, as per order 26372, July 26.

26525. Sept. 15.—Relieving Quebec & Lake St. John Ry. (C.N.R.) from providing further protection at highway at mileage 13.1 from Quebec, Que.

26526. Sept. 17.—Approving Canadian Northern plan showing transfer track between C.N.R. and C.P.R. at Rosetown, Sask.

26527. Sept. 11.—Ordering that Burwell, Adelaide and Rectory Sts., London, Ont., crossed by G.T.R., be protected by gates, operated by day and night watchmen; gates to be installed by Dec. 31, and reserving, for further consideration, question of apportionment of cost.

26528. Sept. 14.—Authorizing Grand Trunk Pacific Ry. to build highway over Ottawa St., Prince George, B.C.

26529. Sept. 18.—Dismissing complaint of H. E. Dumphy, Excel, Alta., against demurrage charge of \$24 on car of grain.

26530. Sept. 15.—Authorizing Essex Terminal Ry. to build across certain highways between Ojibway and Anderson, and between Ojibway and Amherstburg, Ont., and across certain unopened road allowances.

26532. Sept. 14.—Authorizing C.P.R. to rebuild bridge 77.8 over Horner's Creek, Galt Subdivision, Ont.

26533. Sept. 14.—Approving clearances at New York Central Rd. mechanical coaling plant at Valleyfield, Que.

26534. Sept. 17.—Authorizing Toronto Hamilton & Buffalo Ry., to take certain lands belonging to estates of late Senator McCallum and late T. C. Street, in Sherbrooke Tp., Ont., for storage of bulk shipments of ore, coke, and coal, and for freight sheds and trackage.

26535. Sept. 17.—Relieving Windsor, Essex, & Lake Shore Rapid Ry. from providing further protection at 8th Concession road between Lots 12 and 13, Sandwich South Tp., Ont.

26536. Sept. 17.—Refusing application of residents Nepean Tp., Ont., for order directing Canadian Northern Ry. to establish flag station where its crosses forced road on Lot 17, Con. 3.

26537. Sept. 18.—Rescinding order 26249, June 18, and authorizing Village of Forres, Sask., to build highway over C.P.R. 600 ft. west of west switch at Hatton, Sask.

26538. Sept. 18.—Approving Canadian Northern Ry. Standard Howe truss plans showing 60 ft. and 120 ft. deck Howe trusses.

26539. Sept. 20.—Ordering Pere Marquette Ry. to erect station and freight shed at Tupperville, Ont., and place man in charge to sell tickets, bill out freight and express and receive same, and deliver in proper manner; to build stock yard there, suitable for two or more shippers, with loading chute at each end and separation fence in centre; all to be completed by Nov. 1.

26540. Sept. 20.—Rescinding order 26325, July 18, and authorizing Montreal & Southern Counties Ry. to resume train service in effect prior to order 26325.

26541. Sept. 20.—Authorizing Esquimalt & Nanaimo Ry. to build spur for C. Hoard, Bainbridge station, B.C.

26542. Sept. 20.—Authorizing C.P.R. to rebuild bridge 56.6, Galt Subdivision, Ont.

26543. Sept. 19.—Authorizing Niagara, St. Catharines & Toronto Ry. to build branch line from Ontario St. to G.T.R. station at St. Catharines, Ont., to be completed within three months from date.

26544. Sept. 20.—Ordering Vancouver, Victoria & Eastern Ry. & Navigation Co. (G. H. R.) to extend bridge 528 for 42 ft. at west end, to widen channel to original width; remove gravel bar to east of bridge 530; and clean out channel from Thynne Lake to lower side of bridge 530; J. C. Thynne, Otter Valley, Merritt, B.C., to remove fish dam near outlet of Thynne Lake.

26545. Sept. 20.—Authorizing C.P.R. industrial tracks serving Gunn Packing Co., Toronto, and rescinding orders 16834, 18481, 22867, and 2336, June 21, 1912, Jan. 10, 1913, Nov. 18, 1914, and Dec. 12, 1906, approving clearances and authorizing G.T.R. to operate over said spurs.

26546. Sept. 19.—Authorizing Central Vermont Ry. to build spur for Bennett, Ltd., Chambley Tp., Que.

26547. Sept. 20.—Rescinding order 24915, Apr. 22, 1916, subject to condition that rates on wood Hawkesbury and Buckingham to destinations in pulp and sulphite pulp, from Ottawa, Hull, Central Freight Association's territory included in suspended tariffs, except Jackson, Battle Creek, Vicksburg, and Kalamazoo, Mich., be revised to basis of 19 1/10c to Chicago in accordance with established percentages; fractions of 1c in rates, excepting 1/2c, be eliminated as follows: under 25c drop, 25 to 74c—1/2c; over 74c, 1c; rates from Ottawa, Hull, Hawkesbury, and Buckingham to Jackson, Battle Creek, Vicksburg and Kalamazoo,

Mich., to be made 1c less than rates from Grand Mere, Que.

26548. Sept. 19.—Ordering that rates and minimum weight to be charged by railway companies on fibreboard cheese boxes, in carloads, be those concurrently charged between same points in Canada on wooden cheese boxes, in carloads; prompt effect be given this order by amendment to Canadian freight classification, or by commodity tariff of general application.

26549. Sept. 20.—Authorizing Alberta Government to build highway over C.P.R. in n.e. 1/4 Sec. 34, Tp. 24, R. 2, west of 5th Meridian.

26550. Sept. 21.—Extending to Nov. 30, time within which C.P.R. shall install gates at crossing of Church St. by G.T.R. and C.P.R. at West-ont, Dnt., and that pending installation, crossing be protected by day and night watchmen.

26551. Sept. 22.—Exempting Toronto, Hamilton & Buffalo Ry. and Michigan Central Rd. from complying with conditions referred to in Sec. 364 of Railway Act, in connection with agreement of Oct. 2, 1916, between the companies, for joint use, for interchange of traffic between them, of T. H. & B. R. spur between Smithville and Port Maitland, connecting with M. C. R. near Attercliffe, Ont., at Erie and Ontario Jct., and recommending agreement to Governor in council for sanction.

26552. Sept. 21.—Rescinding order 15965, Feb. 12, 1912, in so far as it exempts C.P.R. from fencing right of way from mileage 83 to 92, Bigwood Tp., Ont.; and ordering C.P.R. to fence said portion of right of way by Dec. 1.

26553. Sept. 21.—Approving Edmonton, Dunvegan & British Columbia Ry. bylaw 7, Sept. 1, and rescinding order 23459, Mar. 29, 1915.

26554. Sept. 13.—Approving plan and specifications of Blanchard Tp., Ont., showing work to be done on Bolton Drain, under G.T.R.

26555. Sept. 22.—Approving location and details of G.T.R. station at Delhi, Ont.

26556. Sept. 20.—Ordering C.P.R. to repair fences on its Kootenay Central Subdivision, B.C., mileage 10 to 166.

26557. Sept. 24.—Authorizing G.T.R. to build extension to spur for Jefferson Glass Co., Toronto. General order 206. Sept. 7.—Amending general order 203, Aug. 11, re regulations for carriage of explosives.

Canadian Pacific Railway Construction, Betterments, Etc.

New Brunswick District.—The new locomotive house at Bay Shore, St. John, is reported to be completed, and grading on the surrounding area for additional trackage is being gone on with.

Montreal Terminals.—Four umbrella protections of reinforced concrete are being erected over the platforms at Place Viger station, Montreal. Each covering is 500 ft. long, with a spread of 20 ft., and composed of 16 central pillars, with arms stretching out to each side of the platform. The ends of the arms of each pillar are connected up with concrete beams 30 ft. long, 2 ft. wide, and 6 in. high; a similar beam connects the pillars at the centre. Cross beams of concrete, 10 ft. long, 10 in. wide and 10 in. thick are then laid transversely, on which the roof is laid. The roof slopes inward from each side to the centre and the water will be drained off by spouts placed in alternate pillars. About 300 tons of cement will be used, and the cost of the whole work is estimated at \$40,000.

Ontario District.—Good progress is reported to have been made to date with the second track work on the line between Leaside Jct. and North Toronto station. The grading is comparatively light, and is being done by the company's own forces, which will also do the track laying. The heaviest part of the work is the removal of two single track steel viaducts which are being replaced by reinforced concrete structures. Each structure will be approximately 400 ft. long and 100 ft. high to base of rail; that over the belt line ravine will carry two tracks, and that over the reservoir park ravine three tracks. The first is being built by the Dominion Construction Co., and the second by Wells & Gray, Ltd. Work on both structures is well advanced and it is expected that they will be completed and ready for use by the end of November.

Traffic is being carried over the ravines at present on temporary timber trestles.

The yard at West Toronto is being increased by the addition of tracks to accommodate 500 cars, thus bringing its capacity up to 2,200 cars. The biggest piece of the work is the completion of the subway at Runnymede Road. When the capacity of the yard was last increased, the substructure for a 12-track subway was put in, but the superstructure for 6 tracks only was completed. The superstructure for the additional 6 tracks is now being put in. Reinforced concrete is being used, the contractors being Archibald & Hilmer, Ltd., Toronto. The grading and track laying, with the exception of that over the subway has been completed by the company's own forces, and ballasting is being gone on with. The last extension of the yards was fully described and illustrated in Canadian Railway and Marine World, Nov. 1913, pg. 532. The present extension lies between the locomotive house built in 1913, and the old West Toronto yard.

Work has been started on a new bridge at London St., Windsor, Ont., which will be wider and of heavier construction than the old one. One third of the cost is being contributed by the city.

Grand Trunk Pacific Inspection Trip.

An official trip of inspection over the Grand Trunk Pacific Ry. was begun at Winnipeg, Sept. 14. The official party, which started from Montreal, Sept. 12, consisted of A. W. Smithers, Chairman of the Board, G.T.R.; W. Molson Macpherson, director; Jules Hone, Dominion Government representative on the directorate; H. G. Kelley, President; J. E. Dalrymple and F. Scott, Vice Presidents. The party was joined at Winnipeg by P. Mc-Ara, the other government director, and W. P. Hunter, Vice President and General Manager. Three days were spent in Winnipeg, the party leaving Sept. 17, and travelling by day in order that they might have the best opportunity of seeing the whole of the line and the country which it traverses. At Regina, Sask., on Sept. 20, the party was met by the mayor and other civic officials and was entertained at the Assiniboia Club, the ladies of the city taking charge of the ladies in the party. The principal feature of the visit was a luncheon given by the Canadian Club, at which Mr. Smithers was the chief speaker. The party returned to the main line at Melville, Sept. 22, and proceeded westward to travel over the line to Prince Rupert, thence to Victoria, where they are expected early in October. President Kelley is making his first official trip over the line.

Canadian Northern Ry. property in Hamilton.—The assessment commissioner for Hamilton, Ont., prepared a list of properties owned by the company and its subsidiaries there showing a total assessment of lands, \$247,080, and of buildings, \$417,280. The taxes for this year are \$9,594.44. This statement was prepared with a view of considering the city's position in regard to the taking over of the company's properties by the Dominion Government.

Consolidated Railway Bill.—The bill to consolidate and amend the Railway Act, which passed the House of Commons at the recent session, after having been considered by a special committee, did not get through the Senate before prorogation.