

The Railway Commissioners' Rules.*(Continued from page 1.)*

sary. Should either of the parties desire to appeal to the Supreme Court of Canada from the Board's decision upon any question, which is a question of law, 14 days' notice shall be given to the Secretary, and to the other party, stating the grounds upon which it is desired to appeal, but the granting of leave to appeal shall be at the discretion of the Board. The procedure in the case of an appeal is laid down in sec. 44, sub-sec. 4. The Board may make interim ex parte orders; such orders, however, shall be for such time only as is necessary to enable the matter to be heard and determined. Affidavits of service shall be filed with the Board; all persons authorized to administer oaths to be used in the Superior Courts of the Provinces may take affidavits to be used before the Board; affidavits used before the Board shall be filed with the Secretary. Where time is mentioned, it shall be computed exclusive of the first day, and inclusive of the last, unless the last day is a Sunday, Christmas Day, Good Friday, or a Dominion or Provincial holiday, in which case the time shall be reckoned exclusive of that day also. The Board may allow amendments at any time in order to enable the application to be brought to hearing, and the real question at issue between the parties determined. No proceedings under the act shall be defeated or affected by any technical objection or any objection based upon defects in form merely. In any case not expressly provided for by the act, or in these general principles of practice, the rules of the Exchequer Court may be adopted and applied at the discretion of the Board. The costs of and incidental to any proceedings shall be in the discretion of the Board, and may be fixed at a certain sum, or may be taxed; the Board may order by whom and to whom the same are to be paid, and by whom they are to be taxed, if taxation is required.

Following is a list of the forms, etc., attached to the rules:—1. Forms of application; 2. form of answer; 3. reply; 4. fees and allowances to witnesses; 5. notice of appeal; 6. form of affidavit of service. Requirements on applications having reference to plans:—1. General location of railway; 2. to alter location of line previously sanctioned or completed; 3. plans of completed railway; 4. to take additional lands for stations, snow protection, etc.; 5. branch lines not exceeding six miles in length; 6. railway crossings and junctions; 7. highway crossings; 8. bridges, tunnels, viaducts, trestles, etc., over 18 ft. span; 9. stations, general notes.

Orders by the Railway Commissioners.

The following orders have been issued by the Board:—

Authorizing the G.T.R. to carry its second track across the tracks of the C.P.R. about a mile west of Woodstock, Ont., on providing and installing a diamond crossing, together with a derailing and interlocking plant; and affirming the agreement made between the companies by which the expenses of the maintenance shall be borne equally by them. (Oct. 12.)

Approving a by-law of the Esquimalt and Nanaimo Ry., authorizing G. L. Courtney, Traffic Manager, to prepare and issue tariffs of tolls to be charged for all traffic carried on the company's trains and steamers (Nov. 9)

Approving a by-law of the Toronto, Hamilton and Buffalo Ry., authorizing the General Superintendent and General Passenger and Freight Agent to prepare and issue tariffs of tolls to be charged for freight and passengers carried on its trains. (Nov. 9.)

Approving of a by-law of the Rutland Rd., authorizing the General Freight Agent and the General Passenger Agent to prepare and issue tariffs of tolls to be charged on the company's lines in Canada. (Nov. 9.)

Authorizing the C.P.R. to open for traffic the Pheasant Hills branch from mileage 136 from the junction with the main line, at Kirkilla, Man., and mileage 146.7, a distance of 10.7 miles. (Nov. 15.)

Authorizing the G.T.R. to construct a siding along Victoria St., Palmerston, Ont., a by-law permitting its construction having already been passed by the town council. (Nov. 15.)

Authorizing the Canadian Northern Ry. to cross the tracks of the C.P.R. at Emerson, Man., on installing the necessary diamond, and providing a watchman at the crossing. The crossing to be used only for 30 days from date of order. (Nov. 19.)

Sanctioning the location of the Toronto and Hamilton Ry. through a portion of the township of Saltfleet, and through the townships of Grimsby, Clinton, Cainsboro, Pelham, Thorold and Stamford, Ont., mileage 47 to 79. The plans were approved subject to terms of a resolution of the finance committee of the Hamilton, Ont., City Council, Sept. 30. (Nov. 21.)

Approving of a number of level and over and under crossings on the G.T.R., on the Port Hope and Newtonville, Ont., diversion. (Nov. 21.)

Approving a by-law of the Algoma Central and Hudson's Bay Ry., authorizing T. J. Kennedy, General Superintendent, to prepare and issue tariffs of tolls to be charged on the company's trains and steamers. (Nov. 23.)

Approving a by-law of the Manitoulin and North Shore Ry., authorizing T. J. Kennedy, General Superintendent, to prepare tariffs of tolls to be charged on the company's line. (Nov. 23.)

Authorizing the Montreal Terminal Ry. to construct a branch line along Forsyth St., between Moreau St. and the eastern limits of the city of Montreal. (Nov. 25.)

Approving of the plan for carrying the power transmission line of the Shawinigan Water and Power Co. across the line of the Montreal and Lake Maskinonge Ry., now operated by the C.P.R. (Nov. 29.)

Approving of the location of a spur line from the G.T.R. line between Toronto and Hamilton, to the premises of the Port Credit Brick Co., Port Credit, Ont. (Nov. 29.)

Approving of the carrying of the wires of the Bell Telephone Co. across the G.T.R. between Listowel and Cowanstown, Ont., about 1½ miles north-east of the former place. (Nov. 29.)

Authorizing the G.T.R. to construct a siding from Fergus, Ont., station northeasterly through the village, to the boundary line between Nichol and Garafraxa townships, with two spur lines therefrom for industrial purposes. (Nov. 30.)

Authorizing the St. Mary's and Kirkton Telephone Co. to carry four telephones wires across the track of the G.T.R., in St. Mary's Ont., and at a point on the London road in the township of Blanshard, Ont. The G.T.R. consented to the erection of the wires, and the Board directed that any disputes that may arise shall be referred to the Chief Engineer of the Board. (Nov. 30.)

Authorizing the International Traction Co. to use for a period of six months from Nov. 25, the crossing of the C.P.R. in Sault Ste. Marie, Ont., authorized by the Board's order dated Sept. 7, 1904. (Nov. 30.)

Authorizing the Morrissey, Fernie and Michel Ry. to use the crossing of the C.P.R. at Fernie, B.C., directed to be installed by the order of Oct. 11, 1904, for 30 days from

Nov. 30, and to pay for a watchman at the crossing, pending the installation of the interlocking plant ordered to be provided. (Nov. 30.)

Authorizing the Grand Valley Ry. to open for public traffic its electric railway from Paris to Galt, Ont., about 13 miles. (Nov. 30.)

Authorizing the laying of water mains under the tracks of the G.T.R. in Whitby, Ont., by the town council. (Dec. 1.)

Authorizing the Winnipeg, Selkirk and Winnipeg Ry. to cross the C.P.R. tracks on Evelyn St., Selkirk, Man. (Dec. 2.)

Approving of five level crossings of the highway by the G.T.R. between Brantford and Lynden, Ont. (Dec. 2.)

Approving of form of consignment note and bill of lading, and live stock special contract, for the Temiscouata Ry., submitted to comply with sec. 275 of the Railway Act.

Approving of the opening for public traffic of the extension of the Orford Mountain Ry. from Eastman to the north line of the township of Pottton, Que., a distance of 12 miles. (Dec. 7.)

A notice dated Nov. 25, and published officially Dec. 3, states that the forms of bills of lading and other traffic forms, filed in compliance with sub-sections 1 and 2, sec. 275 of the Railway Act, by the Canada Atlantic Ry.; Dominion Atlantic Ry.; Michigan Central Rd.; St. Lawrence and Adirondack Ry.; Ottawa and New York Ry.; Quebec Central Ry.; Toronto, Hamilton and Buffalo Ry.; and the British Yukon Ry., as well as the additional forms filed by the G.T.R., Pere Marquette Rd., C.P.R., and Canadian Northern Ry., since the order of approval of Oct. 17, have been approved and are authorized to be used until the Board shall otherwise order.

A large wall map of Quebec on a scale of 15 ft. to an inch, has been published by the Copp, Clark Co., Toronto. It has been compiled from the latest official sources of information, and in respect to railway lines, etc., is well up to date, and, though not strictly accurate, is more correct than the majority of maps issued. The county and townships boundaries are also shown, together with the whole of the undeveloped territory stretching from James Bay along the Ungava boundary to the Atlantic shore at Hamilton Inlet. The whole of New Brunswick, Prince Edward Island, and portions of Nova Scotia and Newfoundland are also shown on the same scale, the railway lines, rivers, and principal towns being shown, which makes the map of additional value. The usual plan is to make any area outside what is the main territory to be mapped, white, and without any features marked in.

At a recent meeting of the Conference Committee of the Western Trunk Freight Committee and the Central Freight and Trunk Line Associations, an understanding on the west-bound rate situation was reached. Representatives of the Western and Gulf lines were insistent that the G.T.R. should become a member of the Committee, but the general opinion was that there did not appear to be any real need of it. The road has been working in harmony with the Committee, and there was no justifiable occasion to either accuse or suspect it of improprieties. The C.P.R., its direct competitor, had no grievance to offer in this connection, and had not discovered any indication of disturbance due to G.T.R. methods or policy with regard to import business. It was conceded that the Canada Atlantic had not always kept in line, but as that road is to be added to the G.T.R., it did not seem likely that any further trouble need be anticipated from it.