



Work Safely
All Plans For The Future Depend On It

CANADIAN NATIONAL RAILWAYS
MOUNTAIN REGION

(GREAT SLAVE LAKE BRANCH)
(Under Construction)



TIME 1 TABLE

TAKING EFFECT AT 0001
SUNDAY, DECEMBER 22nd, 1968
 Governed By Mountain Standard Time

•
 For The Information and Government
 of Employees Only

•
 The Superior Direction Is East or South
 and Eastward or Southward Trains Are
 Superior to Trains of The Same Class
 in The Opposite (Inferior) Direction

•
W. H. MacILROY
 Regional Projects Manager
 Edmonton, Alberta

GREAT SLAVE LAKE BRANCH

Page	Subdivision	From	To	Miles
2	Manning	N. A. Rly. Jct.	High Level	182.9
3	Meander River	High Level	Hay River	194.1
4	Pine Point	Pine Jct.	Pine Point Mines	54.3
Total Miles				431.3

OPERATIONS SUPERVISOR—ROMA JCT.

R. Musgrove

EQUIPMENT SUPERVISOR—ROMA JCT.

H. Bennett

TRAFFIC CONTROLLERS—ROMA JCT.

W. J. Bednas
W. Burns
H. Duurkoop
D. E. Lefebvre

WATCH INSPECTORS

Traffic Controllers—Roma Jct.
Geo. Porter—High Level
Clyde E. Johnson—Hay River

CHIEF MEDICAL OFFICER

Dr. Peter Vaughan—Montreal, Que.

REGIONAL MEDICAL OFFICER

Dr. C. E. Mather—Edmonton, Alta.

MEDICAL OFFICERS

Dr. R. N. Eidem—Edmonton, Alta.
Telephone—Office 424-5621, Res. 439-3276
Dr. R. J. Johnson—Edmonton, Alta.
Telephone—Office 422-4246, Res. 488-2737
Dr. K. E. Schmidt—Edmonton, Alta.
Telephone—Office 422-6525, Res. 469-6073
Dr. Earle L. Covert—Hay River, N.W.T.

PRIVATE TRACKAGE

	Mileage or Location	Capacity	Connected
Ken Mitchell Saw Mills Ltd.	68.9	10 Cars	South End
Swanson Lbr. Co. Ltd.	111.6	10 Cars	South End
Imperial Lbr. Co. Ltd.	High Level	10 Cars	North End
Swanson Lbr. Co. Ltd.	High Level	10 Cars	Tail of Wye
Imperial Lbr. Co. Ltd.	214.3	13 Cars	South End
Imperial Oil Ltd.	Meander River	10 Cars	North End
B.A. Oil Co. Ltd.	Meander River	10 Cars	North End
Shell Canada Ltd.	Meander River	10 Cars	North End
Imperial Oil Ltd., Two Tracks	Hay River	6 Cars	South End
B.A. Oil Co. Ltd.	Hay River	3 Cars	North End
Shell Canada Ltd.	Hay River	4 Cars	North End
Canadian Propane Consolidated Ltd.	Hay River	2 Cars	North End
Pacific Petroleum Ltd.	Hay River	4 Cars	North End
Northern Transportation Co. Ltd.	Hay River	5 Cars	Both Ends
Northern Transportation Co. Ltd.	Hay River	8 Cars	North End
Northern Transportation Co. Ltd.	Hay River	10 Cars	North End
Northern Transportation Co. Ltd.	Hay River	8 Cars	North End
Northern Transportation Co. Ltd.	Hay River	15 Cars	Both Ends

NORTHWARD	Miles from N.A.Rly. Jct.	Symbols	MANNING SUBDIVISION		Car Capacity		SOUTHWARD
			STATIONS	Sidings	Other Tracks		
↓	0.0	Z	N. A. RLY. JCT. Jct. with N.A.Rly.				
	1.0	MANUAL BLOCK SYSTEM	ROMA JCT.		Yard		↑
	3.0		LEDDY	73			
	12.8		DIXONVILLE	96			
	27.1		DEADWOOD	73			
	45.3		MANNING	96	55		
	55.3		HOTCHKISS	73			
	69.1		HAWKHILLS	96	24		
	84.1		KEMP RIVER	96			
	109.7		KEG RIVER	96	49		
	128.3		PADDLE PRAIRIE	73			
	138.0		METIS	96			
	159.0		MANUAL BLOCK SYSTEM	HIGH LEVEL		Yard	
	181.0						
182.9	BCYZ						

MANNING SUBDIVISION FOOTNOTES

Maximum Speed

Between Mileages:	Miles Per Hour
0.0 and 2.0	15
2.0 and 73.1	40
73.1 and 74.4	20
74.4 and 182.9	40

3. Hot Box Detector located as follows:

Mileage 43.35
Mileage 75.98
Mileage 137.10

Other Tracks (Railway)

	Mileage	Capacity	Connected
Ballast Pit	10.0	35 Cars	South End

1. Manual Block System in service between southward yard limit sign at mileage 3.0 and northward yard limit sign at mileage 181.0. See Special Instruction 30.

2. Yard limit signs located as follows:
 N.A.Rly. Jct. —Northward— at Junction switch
 Roma Jct. —Southward— at Mileage 3.0
 High Level —Northward— at Mileage 181.0

NORTHWARD	Miles from N.A.Rly. Jct.	Symbols	MEANDER RIVER SUBDIVISION		Car Capacity		SOUTHWARD
			STATIONS	Sidings	Other Tracks		
↓	182.9	MANUAL BLOCK SYSTEM	HIGH LEVEL		Yard		↑
	184.2		HUTCH LAKE	73			
	201.2		MEANDER RIVER	73	89		
	223.0		SLAVEY CREEK	73			
	240.8		LUTOSE	73			
	258.6		STEEN RIVER	73			
	271.8		INDIAN CABINS	73			
	291.3		GRUMBLER	73			
	311.2		ALEXANDRA FALLS	73			
	330.9		ENTERPRISE	73	14		
	349.7		PINE JCT.	73	10		
	367.3		MANUAL BLOCK SYSTEM	Jct. with Pine Point Sub.			
	368.8	HAY RIVER			Yard		
	377.0	YZ					
	BZ						

MEANDER RIVER SUBDIVISION FOOTNOTES

Maximum Speed

Between Mileages:	Miles Per Hour
182.9 and 377.0	40

1. Manual Block System in service between southward yard limit sign at mileage 184.2 and northward yard limit sign at mileage 367.3. See Special Instruction 30.

2. Yard limit signs located as follows:
 High Level —Southward— at Mileage 184.2
 Pine Jct. —Northward— at Mileage 367.3
 Yard limits extend northward from northward yard limit sign at mileage 367.3 Pine Jct. to mileage 377.0 Hay River.

3. Public crossing at grade mileage 350.2: Movements over the crossing from siding Enterprise must not obstruct the crossing until automatic protection has been in operation for at least 25 seconds. Automatic protection may be started by occupying the main track immediately south of the crossing or by operating start key located on the instrument case.

4. Hot Box Detector located as follows:
 Mileage 233.3
 Mileage 294.3
 Mileage 350.4

Other Tracks (Railway)

	Mileage	Capacity	Connected
Ballast Pit	226.0	40 Cars	South End
Spur	300.0	15 Cars	North End

WESTWARD	Miles from Pine Jct.		PINE POINT SUBDIVISION		EASTWARD
			STATIONS		
			Sidings	Other Tracks	
↓	54.3	Z PINE POINT MINES 4.0	Yard	↑
	50.3	YZ PINE POINT 16.0	Yard	
	49.0	 MELLOR 17.7	55	
	34.3	 BIRCH 16.6	55	
	16.6	C PINE JCT. Jct. with Meander River Sub.		
	1.8	YZ			
1.4					
0.0					

PINE POINT SUBDIVISION FOOTNOTES

Maximum Speed

Between Mileages:	Miles Per Hour
0.0 and 54.3	40

1. Manual Block System in service between westward yard limit sign at mileage 1.4 and eastward yard limit sign at mileage 49.0. See Special Instruction 30.

2. Yard limit signs located as follows:
Pine Jct. —Westward— at Mileage 1.4
Pine Point —Eastward— at Mileage 49.0

3. Public crossing at grade mileage 0.5: Movements over the crossing from north leg of the wye Pine Jct. must not obstruct the crossing until automatic protection has been in operation for at least 25 seconds. Automatic protection may be started by occupying the main track immediately west of the crossing or by operating start key located on the instrument case.

4. Hot Box Detector located as follows:
Mileage 9.7

SPECIAL INSTRUCTIONS

1. The Uniform Code of Operating Rules Revision of 1962 governs and where occupational titles are specified, they apply to the person performing the duties. Where applicable, rules referring to trains must be observed by Movements so designated in Special Instructions. That part of Rule 4A requiring train order notice of a new timetable, does not apply.

2. The following Canadian National Railway forms also govern and where applicable, instructions contained therein must be observed:

- Form 696 (General Instructions)
- Form S18S-1.1 (Regulations to Govern The Use And Operation Of Motor, Hand, Velocipede and Push Cars)
- Form 831 (Standards For The Operation of Track Motor Cars Under The Line-Up System, Etc.)
- Form 7355 (Safety Rules)

Wherein occupational titles are specified, they apply to the person performing the duties and where applicable, instructions referring to trains must be observed by Movements so designated in Special Instructions. Modification of any regulation or instruction contained in these Forms will be published by bulletin or in timetable Special Instructions.

3. Reference Item 6 of Form 831: That part reading "Radio is only to be used in cases of emergency." does not apply.

Reference Item 15 of Form 831: Instead of a train order, a message will be issued in accordance with the example set forth.

4. Instructions Governing The Use Of Railway Radio Communication System, as contained in Form 696 are modified as follows:

- (a) Page 7, Item 3—Add the following:
"Conversation must then be maintained in a way so as to detect a communication failure as soon as possible. Such a failure must be regarded as an immediate stop signal.
- (b) Page 8, Item 1(b)—Cancelled.

5. Main track switches are equipped with reflectorized targets of the prescribed color in lieu of lights. Yard limit signs will not display a yellow light.

6. Employees are prohibited from riding on tops of moving cars or engines. General Rule M modified accordingly.

7. When shoving cars in the forward or reverse direction with multiple unit diesel consists, such movement must be made with extreme care in as low a throttle range as possible after having ensured that brakes are fully released and that slack has been taken by moving in the opposite direction. This feature must be watched closely because excessive engine effort may force draft gear sideways and cause derailment.

8. When coupling an engine consist of three or more units to a cut of cars, a stop must first be made between six and twelve feet from the point of coupling. The coupling is then to be made as gently as possible.

9. Yard engines will display a headlight to the front and rear by day and by night. Rule 18, first paragraph is amended accordingly.

10. Because of the information on line-ups, the ordered time of Movements shown thereon must not be advanced nor may such Movements leave ahead of their original ordered time without written permission from the Traffic Controller.

11. Employees are cautioned not to use drugs of medicines which may produce drowsiness or a similar condition while on duty nor are such drugs to be taken for a period of 12 hours before reporting for duty. Such drugs are contained in many cold cures, sleeping pills, headache tablets, pain killers, cough mixtures, etc., and employees must know if the medicine he is taking, or has been given to take, contains such a drug so as to avoid injury to himself and fellow employees.

12. Rule 3: In the application of the first paragraph of this rule, employees are hereby directed to submit their watches to a designated watch inspector for examination and record at intervals not exceeding 180 days. Watch rating cards and corresponding watches must be submitted to a watch inspector for comparison and record during the months of May and November or more often when there is evidence that attention is needed to ensure reliability. Instructions contained in Form 696 are hereby changed accordingly.

13. Under the provisions of Rules 93 and 105, Restricted Speed must be applied as defined for where ABS rules, interlocking rules or signal indications require movement at Restricted Speed except that when using Other Tracks, a speed of 10 miles per hour must not be exceeded. Movements at Restricted Speed must also be prepared to stop short of a hand signal when given as prescribed by Rule 12(a).

14. When conditions permit, movements handling loaded or empty hopper cars of 95 ton capacity or more should not be operated in the speed range between 15 and 25 miles per hour and must never be operated at a speed exceeding 10 miles per hour in sidings and Other Tracks.

15. Cars which have been repaired account hot box, journal failure, or which have undergone wheel changeout received from repair tracks for marshalling in Movements should be placed as close to the rear of the Movement as practical or near the engine and while enroute on the first subdivision must be inspected at every opportunity. The person in charge of the yard, or those performing his

(Continued on Page 6)

SPECIAL INSTRUCTIONS (Continued)

duties, must inform the engineman of the number, condition and location of such cars in the Movement.

16. Where Special Instructions require speed restriction and/or special handling of cars or commodities, the person in charge of the yard, or those performing his duties, must advise the engineman when same are placed in his Movement. At stations where enginemen change off or where close connections are made, the engineman being relieved must notify the relieving engineman of the presence of such cars and commodities in the Movement.

17. When defective cars are set out on line, enginemen must provide the following information to the Traffic Controller as soon as possible:

- | | |
|---------------------|------------------------|
| A. Date | G. Where waybill left |
| B. Where set out | H. Who detected defect |
| C. Car number | I. Time detected |
| D. Contents | J. Movement speed |
| E. Destination | K. Weather conditions |
| F. Nature of Defect | L. Visibility |

18. When information is received of a defective car in his Movement, the engineman must take immediate action to stop the Movement and if possible, before passing over a switch. Car must then be examined and if found defective, prepared for safe movement to the next point where it can be set off or repaired. If after examination and corrective action, it is doubtful the car can be safely handled in the Movement, it must be detached from the portion of the Movement behind it and moved with caution to the point where it can be set off. If necessary, brakes must be cut out and good judgment used to prevent derailment of the defective car or others in the Movement.

19. To reduce fire hazard, when setting off occupied outfit cars on Other Tracks, they must be left as far away as possible from grain elevators and industrial structures. If necessary and when practical, occupied outfits must be separated so that no occupied car is adjacent to a grain elevator.

20. At public crossings at grade where an automatic warning device is in service, employees must observe and familiarize themselves with the operation of the automatic protection device and whenever possible, avoid its unnecessary operation. At crossings so equipped, push buttons or other appliances must be used to activate or de-activate the automatic protection as may be required.

21. When switching is completed at industrial sites which are protected by fences and/or doors, unless otherwise directed by an authority of the industry, gates and/or doors must be left closed and where locks are provided, they must be left secure.

22. Roller bearing journal boxes of cars and engines contain a heat indicator device, which when exposed to excessive temperatures, discharge an obnoxious odor (similar to that of rotten eggs).

When such an odor is detected on or in the vicinity of a Movement, it will indicate a dangerous condition and Special Instruction 18 is applicable.

23. When snow plows are handled with back end leading, account construction design and unequal weight distribution, a speed of 20 miles per hour must not be exceeded.

24. At stations where diesel units are left unattended, enginemen must be familiar with and adhere to local instructions regarding procedures for protection against the operation of such units by unauthorized persons. When instructions are received to set off one or more units from a multiple unit consist, enginemen must ensure corresponding reverser levers are left with a responsible person so they will be available when required.

25. General Instruction 9, Page 43, Form 696: The Board of Transport Commissioners for Canada has been replaced by the Railway Transport Committee of the Canadian Transport Commission. Accident reports formerly addressed to the Chief Operating Officer of the Board of Transport Commissioners must now be addressed to the Director of Operation, Railway Transport Committee, Canadian Transport Commission, Ottawa, Ont.

26. When advice is received that Hot Box Detector has recorded excessive heat or defect on a particular car in a Movement, that car as well as the two cars adjoining it on either side must be inspected for defect. Special Instruction 18 is applicable only as directed by the Traffic Controller.

27. When using sidings or Other Tracks, diesel units in 2000 or 5000 series and cars having a gross weight of more than 110 tons must be operated with great caution. When necessary to switch Other Tracks with diesel units in 2000 and 5000 series, where possible, reachers must be used.

28. Unless further restricted by Operating Instructions, Movements handling Wellman type cranes 800-06, 800-07, 800-08, 801-02, 801-03, 801-04 and American type 801-01 must not exceed 35 miles per hour where maximum speed is 40 miles per hour; 25 miles per hour where maximum speed is between 25 and 40 miles per hour; and 20 miles per hour or as much lower as is necessary for safety where maximum speed is 25 miles per hour or less. Speed restriction as contained in second paragraph of Item 3, Page 32, General Instructions, Form 696 modified accordingly.

29. Except on straight track, a car having an overall length of 56 feet or more must not be coupled to any other car until it has been ascertained that draft gears are in line and coupling will be made without excessive side thrust.

30. MANUAL BLOCK SYSTEM: Movements within Manual Block System territory will be governed by the following instructions with respect to each other. Except as may be required to ensure

(Continued on Page 7)

SPECIAL INSTRUCTIONS (Continued)

adequate protection as prescribed herein, flag protection in accordance with Rule 99 is not required.

For the purpose of these instructions, the following definitions apply and those inconsistent with the Uniform Code of Operating Rules — Revision of 1962 are amended accordingly:

- | | |
|-----------------|--|
| BLOCK | —A portion of main track between two points defined by a Block Clearance. |
| BLOCK CLEARANCE | —The authority for a Movement to occupy a block and contains instructions to govern such Movement within that block. |
| ENGINEMAN | —The person in charge of and responsible for a Movement. |
| MOVEMENT | —An engine with or without cars. |

Traffic Controller at Roma Jct. will authorize and direct all movements within Manual Block System territory as herein prescribed. All instructions received from the Traffic Controller must be repeated to ensure understanding. Traffic Controller must be advised of any known condition that will prevent a Movement from making usual speed and must immediately be informed of any condition that will interfere with the safe passage of a Movement.

For the purpose of these instructions, maintenance foremen may be considered as Enginemen and their men and machines considered as a Movement. When so authorized, rules for the Protection of Impassible or Slow Track do not apply.

Before entering or fouling Manual Block System territory, a Movement must obtain the prescribed block clearance and once clear of a block, a Movement must not re-enter that block until the proper authority has been obtained. The Engineman is responsible for obtaining this clearance and as soon thereafter as practical, must have other members of his crew acknowledge understanding of its contents.

Block clearances will be numbered consecutively each day beginning at midnight and a copy of each must be made and retained by the Traffic Controller.

Block clearances will indicate one of the following conditions within the block to which it refers:

- | | |
|-----------------|--|
| (a) CLEAR BLOCK | —Block is clear and permits a Movement to operate in one direction as specified. |
|-----------------|--|

(b) DELAYED BLOCK	—Block is occupied by an opposing Movement and permits a Movement to operate in one direction as specified after the arrival of the opposing Movement.
-------------------	--

(c) WORK BLOCK	—Block is clear and permits a Movement to operate in both directions until a specified time.
----------------	--

(d) RESTRICTIVE BLOCK	—Block is occupied, or is to be occupied, by one or more other Movements and after adequate protection against such other Movements has been arranged, permits a Movement to operate or work as specified.
-----------------------	--

Enginemen must promptly advise the Traffic Controller the time his Movement completely passes each siding and when leaving the limits of Manual Block System territory, must report the time his Movement was clear. When a Block Clearance authorizes a Movement to proceed in one direction, the block in the rear of such Movement will be considered clear up to and including the station at which the Movement was last reported to have been passed.

Movements authorized by a Work Block Clearance must be clear of the block before expiration of the time specified and the block must not be considered clear until it has been reported clear by the Engineman. If additional time is required, it must be obtained from the Traffic Controller prior to the expiration of the time originally granted. When additional time is provided, the block clearance must be corrected by stroking out the original time and adding the new time in the place provided for that purpose. Traffic Controller must also make a record of the time such extension was repeated on his copy. Not more than two extensions of time may be granted on one clearance.

When a Movement is authorized to proceed to a station other than that at the end of Manual Block System territory, the block clearance must specify whether such movement is to hold the main track or to take the siding at that station. Unless otherwise stated, a Work Block clearance does not permit use of the main track between siding switches at either of the stations named.

When stopping at the station to which a Movement was last authorized, stop must be made so as not to obstruct a Movement authorized to proceed

(Continued on Page 8)

SPECIAL INSTRUCTIONS (Continued)

beyond that station. Where a Movement is to be met or passed by another Movement and the length of one or the other exceeds the siding capacity, the Traffic Controller is responsible to inform the Enginemen of the circumstances and Enginemen are responsible for making the necessary arrangements and where required, to provide protection.

Before issuing a Restrictive Block Clearance, all Movements already authorized within the block must be brought to a stop, the Enginemen informed of the circumstances and their block clearance cancelled. Movements so stopped must make no further motion until a Restrictive Block clearance is received and the necessary protection arranged. Cancellation of a block clearance must be acknowledged by the Engineman with his name and the time of cancellation and this information must be recorded by the Traffic Controller on his copy. Enginemen must immediately destroy their copy of a cancelled block clearance.

When issuing Restrictive Block clearances, the Traffic Controller must arrange communications so that each Engineman concerned will be witness to, or be informed of, the contents of the block clearance issued to each of the other Movements involved. A Movement authorized by a Restrictive Block clearance must not enter or move within the block until adequate protection is arranged as required.

When necessary to restrict a Movement prior to its reaching the point to which it was last authorized, block clearance must first be cancelled and the cancellation acknowledged by the Engineman with his name and the time of cancellation which must be recorded by the Traffic Controller on his copy. Enginemen must immediately destroy their copy of the cancelled block clearance. A new block clearance must be issued as soon thereafter as possible. When a Restrictive Block clearance is to be issued or if the new block clearance cannot be issued before the Movement reaches the point of restriction, the Movement must be brought to a stop and no further motion made until the Engineman is in possession of the new block clearance and where necessary, the required protection has been arranged.

If any part of a Movement overruns the point to which it was last authorized or if the main track

is otherwise occupied without the proper block clearance, adequate protection for such Movement must immediately be provided by the quickest available means.

Unless authorized by a Restrictive Block clearance, a Movement must not enter or foul a block occupied by another Movement except that in case of emergency, a Movement may do so in order to render assistance but only after adequate protection against such other Movement has been arranged.

When two or more Movements are required to protect against each other, protection must be arranged in a clear and concise manner by direct contact between each of the Enginemen involved. These arrangements must be recorded by each Engineman and repeated to ensure a proper understanding. Under these circumstances, Restricted Speed must not be exceeded by any Movement within the block.

Traffic Controller will issue separate instructions pertaining to special speed restrictions and unusual conditions effecting the operation of Movements. These will be in the form of numbered Operating Instructions and each block clearance issued must include the number of the Operating Instructions currently in effect. Enginemen are responsible for being in possession of such instructions. If necessary, Operating Instructions can be issued, cancelled or modified to a Movement enroute and when such is the case, they must be repeated by the Engineman to ensure a proper understanding.

Whenever possible, Traffic Controller must advise all Movements when communication with him is to be temporarily removed from service and again when it is restored. During these intervals, Movements will proceed as last authorized. When communication fails between two or more Movements which are required to protect against each other, no motion is to be made beyond that which was last arranged.

Block clearances must be completed in full showing thereon all the information required for the particular type of block clearance being issued.

(Continued on Page 9)

SPECIAL INSTRUCTIONS (Concluded)

SAMPLE — MANUAL BLOCK SYSTEM — BLOCK CLEARANCE



GREAT SLAVE LAKE BRANCH — BLOCK CLEARANCE

<input type="checkbox"/>	Clear Block	No.....	19.....
<input type="checkbox"/>	Delayed Block	To Engineman.....	
<input type="checkbox"/>	Work Block		
<input type="checkbox"/>	Restrictive Block		

After arrival of.....
(Designation of Opposing Movement)

This is authority for Engine..... to Proceed
(Number) Work

from to
 between and

until.....
(Time)

and Hold Main Track at.....
 Take Siding

protecting against.....
(Designation of Other Movements)

Operating Instructions..... in effect
(Numbers) or (Nil)

Authorized by..... at..... Repeated at.....
(Initials) (Time) (Time)

Block reported clear at.....
(Time)

NOTE:

- (a) Movements will be designated by their engine number and direction as Engine 4300 South except that when authorized by a Work Block clearance, they will be designated as Work Engine 4300. When a block clearance is issued for a maintenance foreman, his Gang Number will be used in lieu of Engine Number.
- (b) When transmitting a block clearance, except for reference to the repeat time and the time the block reported clear, the Traffic Controller must read aloud all parts of the block clearance related to the particular type of clearance being issued adding the required information where required. Block clearances will be repeated in the same manner.
- (c) A check mark must be shown in the appropriate box where boxes are provided to indicate one of two or more conditions.
- (d) Reference to the time at which a block was reported clear need only be completed by the Traffic Controller on his copy and this information must be shown before filing a block clearance which has been fulfilled.
- (e) Stations within yard limits may be specified as the originating or terminating point of a block but when so done, the block clearance conveys no authority to operate within yard limits at that station.

STATE OF NEW YORK

IN SENATE, JANUARY 10, 1911.

REPORT OF THE COMMISSIONERS OF THE LAND OFFICE.



The Commission on the Land Office has the honor to acknowledge the receipt of your report of the progress of the work of the office during the year 1910. The report is a valuable contribution to the knowledge of the public and the Legislature regarding the operations of the office.

The report shows that the office has made considerable progress in the execution of its duties during the year. The work of the office has been carried on in accordance with the plan adopted at the beginning of the year.

The report also shows that the office has been successful in securing the necessary funds for the execution of its duties. The amount of money received during the year has been sufficient to meet the needs of the office.

The Commission on the Land Office has the honor to acknowledge the receipt of your report of the progress of the work of the office during the year 1910. The report is a valuable contribution to the knowledge of the public and the Legislature regarding the operations of the office.

The report shows that the office has made considerable progress in the execution of its duties during the year. The work of the office has been carried on in accordance with the plan adopted at the beginning of the year.

The report also shows that the office has been successful in securing the necessary funds for the execution of its duties. The amount of money received during the year has been sufficient to meet the needs of the office.

The report also shows that the office has been successful in securing the necessary funds for the execution of its duties. The amount of money received during the year has been sufficient to meet the needs of the office.

The Commission on the Land Office has the honor to acknowledge the receipt of your report of the progress of the work of the office during the year 1910. The report is a valuable contribution to the knowledge of the public and the Legislature regarding the operations of the office.





