

Riordon Sales Co., the Ha Ha Bay Sulphite Co., and the Canadian Export Paper Co. of Montreal; Grace & Co., the Meishosha Co., and Jardine, Matheson & Co., of New York; and Caldwell & Co., on behalf of Federal Export Corporation, International Trading Corporation, Mitsubishi Goshi Kaisha, Frazar & Co., Mitsui & Co., A. D. de Shubirin & Co., American Trading Co., Pacific Commercial Co., Anderson Meyer & Co., China, Japan and South American Trading Co., A. G. Kidston & Co., Suzuki & Co., and Iwai & Co., of New York, against withdrawal of export rates to Seattle and Tacoma, Washington, by tariff C.R.C. 43, of Canadian Freight Association, published to become effective Jan. 15. Upon hearing the complaints at Ottawa, Jan. 7, the complainants and the Canadian Freight Association being represented and what was alleged, it is ordered that the Canadian Freight Association be required, not later than Jan. 15, 1920, to reinstate the rates to Seattle and Tacoma in its tariff on freight for export to trans-Pacific destinations.

British Columbia Electric Ry. Fares.

29,237, Jan. 10. Re complaint of Broadview Ratepayers' Association, Burnaby, B.C., against fares charged by British Columbia Electric Ry. in Broadview District; upon hearing the complaint at Vancouver, Nov. 21, 1919, the complainants and the railway company being represented at the hearing, and what was alleged, it is ordered that the complaint be dismissed.

Assistant Chief Commissioner McLean gave the following judgment, Dec. 28, 1919: At the board's sittings in Vancouver, Nov. 22, 1919, complaint was made of the rates, particularly those affecting Horne Payne and Crown Ave. stations. As expressed by Mr. Collier, one of the parties applicant: "This has been argued before by the solicitor for the municipality, but the ratepayers' association instructed me to come and make a formal protest before this board as to what we consider an exorbitant increase that was granted the company on this line last June. Previous to that we had a 50c rate ticket in existence. I will mention Horne Payne and Crown Ave. stations. At Horne Payne the rate was 5c a ride, Crown Ave. 6c, buying a book costing \$3. The new rate to Horne Payne is 7c, an increase of 2c, the new rate to Crown Ave. is 9c, an increase of 50%, which we consider is exorbitant. The company in its statement listed the old rate on the basis of a 10 ride ticket, which in the case of Crown Ave. would read 7½ to 57c for a 10 ride ticket. So far as we were concerned, using that station, the 10 ride ticket was practically nonexistent, so that to us the old rate was 6c and the new rate is 9c."

The stopping points particularly referred to are located on the British Columbia Electric Ry.'s Burnaby Lake line, which in terms of its charter, is the Vancouver, Fraser Valley and Southern. The application of the B.C. Electric Ry. for increases in passenger rates on that line was dealt with by the board in its judgment of Nov. 14, 1918. In the increases for which sanction was asked were certain commutation rates. The rates herein involved fall in this class. The following detail sets out the former rate and the rate for which sanction was asked.

Between and	Miles	Vancouver 10 ride adult		New Westminster 10 ride adult	
		Old rate	New rate	Old rate	New rate
Horne Payne	4.9	\$0.50	\$0.70	9.8	\$1.25
Crown Ave.	5.5	0.90	0.90	9.2	1.25
					1.50

The figures as to earnings and expenses were carefully analyzed at the time, and the conclusion was unescapable that the various increases involved were justified; and, accordingly, a sanction which covered the rates herein complained of was given. At the hearing in Vancouver, additional information as to this condition of the line was submitted by the railway. Intimation was given at the hearing by the Chief Commissioner that on the showing made it was improbable that the line could carry on on lower rates. While it cannot be said that there was much, if anything, new in the way of evidence as showing that a lower rate basis was justifiable at present on the line in question, the urgent submissions as to the effect of the rate increases has caused the matter to stand for further consideration. Further consideration, however, in view of the fact that no change for the better in the condition of the line in question has been shown as compared with the date when the original judgment was given simply emphasizes the fact that the increases allowed are still justifiable.

The Chief Commissioner and Commissioner Rutherford concurred.

Fredericton and Grand Lake Coal and Ry.'s Freight Tariff.

29,263, Jan. 10. Re application of the C.P.R., as lessee exercising franchises of Fredericton & Grand Lake Coal & Ry. Co., under sec. 330, of the Railway Act, 1919, for approval of its Standard Mileage Tariff, C.R.C. 34; upon the report and recommendation of the board's Chief Traffic Officer, it is ordered that the said tariff of maximum mileage freight rates to apply between stations on the Fredericton & Grand Lake Coal & Ry. Co.'s line, be approved; the tariff, with a reference to this order, to be published in at least two consecutive issues of the Canada Gazette.

New Brunswick Coal and Ry. Co.'s Freight Tariff.

29,264, Jan. 10. Re application of C. P.R. as lessee exercising franchises of New Brunswick Coal & Railway Co., under sec. 330 of the Railway Act, 1919, for approval of its Standard Mileage Freight Tariff, C.R.C. 51; upon the report and recommendation of the board's Chief Traffic Officer, it is ordered that the said tariff of maximum mileage freight rates, to apply between stations on the New Brunswick Coal & Ry. Co.'s railway, be approved; and that the tariff, with a reference to this order, be published in at least two consecutive weeks of the Canada Gazette.

Express Rates on Incandescent Lamps.

29,280, Jan. 16. Re applications of Canadian Manufacturers' Association on behalf of Canadian General Electric Co., Canadian Westinghouse Co., Solox Co., Northern Electric Co., Dominion Lamp Co., and Toronto Board of Trade for a reduction from double first class to first class rates on incandescent electric lamps carried by express; upon hearing the application at Toronto, Oct. 31, 1919, the applicants, the Express Traffic Association of Canada, and the Dalyle Electric Co., being represented at the hearing, and what was alleged; and upon the re-

commendation of the board's Chief Traffic Officer, it is ordered that the rating of two times first class for electric light bulbs, shown in Express Classification for Canada no. 4, be reduced to one and one-half times first class; the change to be made effective not later than Feb. 1, 1920.

Claim for Loss of Grain.

29,288, Jan. 22. Re complaint of United Grain Growers Ltd., of Winnipeg, that Canadian National Rys. have refused compensation for loss occasioned by delivery to Thunder Bay elevator instead of Paterson's elevator, as directed, car C.N.R. 44,458, grain, ex Deepdale, Man., Dec. 5, 1918, consigned to complainants in care of terminal elevator of Canadian Northern Ry. Co., Port Arthur; upon hearing the complaint at Winnipeg, Nov. 15, 1919, the complainants and the railway company being represented and what was alleged; and upon its appearing that what is involved is a loss and damage claim, in which the board is without jurisdiction; it is ordered that the complaint be dismissed.

Toronto Suburban Ry.'s Freight Tariff.

29,293, Jan. 23. Re application of Toronto Suburban Ry., under sec. 330 of the Railway Act, 1919, for approval of its Standard Freight Tariff C.R.C. 1; upon its appearing that the company's wage schedule is substantially that of the Canadian National Ry. System, of which the said railway forms a part; and in virtue of which the Canadian National Rys. were permitted, by order in council, 1863, to increase their rates, the tariffs submitted for approval being identical with that of the Canadian National Rys. System for similar distances; it is ordered that Standard Freight Mileage Tariff C.R.C. 1 be approved; the tariff, together with a reference to this order, to be published in at least two consecutive issues of the Canada Gazette.

Charge for Lining Cars for Flaxseed.

29,309, Jan. 26. Re application of W. E. Campbell, Secretary, Canadian Freight Association, Winnipeg, on behalf of the railways operating in Western Canada, for an order authorizing them to increase their charge from \$3 to \$4 a car for lining cars used for carriage of flaxseed in bulk; upon hearing the application at Winnipeg, Nov. 15, 1919, the applicant, the North West Grain Dealers' Association, the Canadian National, Canadian Pacific and Grand Trunk Pacific Railways, and certain shippers interested being represented, and what was alleged; and upon the consent of the representatives of the said shippers and of the Northwest Grain Dealers' Association, it is ordered that the said railway companies be authorized to increase their charge for lining cars used for the carriage of flaxseed in bulk from \$3 to \$4 a car, subject to conditions set out in order 23,894, June 2, 1915. Order 25,956, Mar. 28, 1917, made herein is rescinded.

Express Charges on Apples—Virden to Cromer.

On Dec. 13, 1919, the board received the following letter from the United Grain Growers, Ltd., Eastern Division, Winnipeg: "On Nov. 4 we made a shipment of 251 boxes of apples, weight 12,550 lb., Virden to Cromer, via Canadian National Express, which exacted express charges on basis of 55c per 100 lb., which is full tariff rate. We are