

service to be rendered and the facilities to be used must be taken into consideration. With this in view, the Board sent its Chief Traffic Officer to look over the situation in London and give to the Board an estimate of the amounts which should be apportioned to the G.T.R. for the services to be rendered by it in the interchange of traffic over this line and the facilities which will thus be placed at the disposal of shippers and consignees of freight in London. After having examined the locality and considered the information acquired in this way, as well as that supplied by the answers of the respective companies to questions framed by the representatives of the G.T.R., the Traffic Officer has made a report, upon which, in my opinion, the Board should act.

It is clear, I think, that the G.T.R. is obliged to furnish, for the carriage over its portion of the continuous line, for the receipt and delivery of the same and for the loading and unloading of cars for the purpose, the same facilities as in respect of traffic passing over its own lines only, or transferred to or by it at distant points of the C.P.R., and the apportionment of the rates should be deemed to be made upon this basis. There should be an order requiring the G.T.R. to afford all reasonable and proper facilities for receiving, forwarding and delivering all traffic offered to it in cars wholly or partially loaded for passage over the branch in question and its lines connected therewith and of unloaded cars so offered and of freight offered to it for carriage to and over the lines of the C.P.R. by the medium of the said branch, and for the interchange by means of the said branch, of traffic between its lines and those of the C.P.R., as well as between the lines of the C.P.R. and those of other railway companies connecting with the lines of the G.T.R. The order should provide that the rates to be charged for such traffic shall be those provided for by any joint tariffs in existence between the railway companies interested, and, in the event of there being none, the rates charged by the G.T.R. between the same points, and, in the absence of either, the rates charged by the C.P.R. between the same points; also, that in the division of rates for such traffic, the G.T.R. shall be entitled to charge and receive the following tolls for switching freight and live stock traffic, in carloads, from and to the C.P.R. at or near London by means of the said branch, namely:—(a) Between the point of connection of the G.T.R. interchange track and the C.P.R. siding, and all delivery tracks and sidings owned or controlled by, or connecting with, the lines of the G.T.R. between and including the Canadian Packing Co.'s plant on the east and the London Street Ry. interchange, known as Springbank siding, on the west, except as provided in clause "b": 1c. per 100 lbs., but not less than \$5 per carload, for each complete haul in either direction; no extra charge to be made for the movement of the empty car in the opposite direction. (b) For the intermediate switching of through or joint freight and live stock traffic between the points of connection designated in clause "a" and the point of connection of the G.T.R. with the Pere Marquette Rd., \$3 per car, in either direction, regardless of the weight; no extra charge to be made for the transfer of the returning empty car. The order should also provide that all devices, such as free or assisted cartage or cartage allowances intended to equalize the facilities of the respective railways of the C.P.R. and the G.T.R., for the collection and delivery of freight at or near London, except the customary system of cartage published in the freight tariffs of the respective companies be prohibited, and that all reference, prejudice and discrimination in such cartage system be prohibited. The order should provide for its coming into force forthwith.

Freight Rate Orders.

The following order has been issued by the Board of Railway Commissioners, in the matter of the complaint of the Dominion Millers' Association, under the Railway Act, 1903, to the Board in re-rates of flour and other grain products charged by the G.T.R. and the C.P.R.:—

(1) That, so long as the companies owning or operating railway lines in Ontario find it convenient and expedient to continue the prevailing system of computing their rates to the Canadian and United States Atlantic seaboard, on freight traffic for export, on the basis of percentages of the coexistent rates from Chicago to New York, or until otherwise ordered by the Board, the said companies shall, for the station groupings and percentages previously adopted, and now in use, substitute the following station groupings, and the following maximum percentages of the Chicago to New York rates, namely:—

Group No.	
1. Toronto to King, Kleinburg, Waterloo, Galt, Paris, Brantford and Jarvis, and the Niagara peninsula:	
East of Toronto to Lindsay, Lakefield, Madoc, Kingston and Sharbot Lake.....	70%
2. North and west of Group 1 to Bobcaygeon, Kinnmount, Cobocok, Sutton, Orillia, Alliston, Shelburne, Grand Valley, Fergus, Elmira, St. Mary's, London, St. Thomas and Port Stanley.....	73%
3. North and west of group 2 to Haliburton, Midland, Penetanguishene, Collingwood, Proton, Listowel, Mount Forest, Harriston, Goderich and the St. Clair and Detroit rivers.....	78%
4. North and west of Group 3 to Gravenhurst, Meaford, Markdale, Durham, Elmwood, Dunkeld, Teeswater and Wingham.....	82%
5. North of Group 4 to Emsdale, Owen Sound, Wiarton, Southampton and Kincardine.....	85%
6. North of Emsdale to and including North Bay.....	90%

(2) That when, as now, the rates to Montreal on export freight traffic from Chicago, Detroit, Port Huron and intervening points are lower than the rates in effect on the same traffic, at the same time, from the same points, to New York, then at least the same difference shall exist between the export rates from Ontario points to Montreal and the rates in effect on the same traffic, at the same time, from the same points, to New York, the rates to Montreal to be the lower; and the ordinary summer class and commodity rates to Montreal (city) shall not be exceeded on export traffic, on which the said rates shall be subject to sec. 252, sub-sec. 3, of the Railway Act, 1903, as modified by sec. 268, sub-sec. 4.

(3) That, to Montreal, the rates from Toronto may, as maxima, be applied from points east as far as, and including, the Whitby-Manilla-Lindsay line, east of which line to and including the Cobourg-Hastings-Norwood line, the rates shall be 5% less than from Toronto; and east of the said Cobourg-Hastings-Norwood line to and including Belleville, Ivanhoe and Madoc, 10% less than from Toronto. From stations east of Belleville, Ivanhoe and Madoc, the rates to be graded down as in the tariffs at present in force.

(4) Transfer and harbor charges at the port of exportation shall be treated as has been, or may be, customary, and without discrimination as between ports, or between shippers or localities.

(5) That the announcement and publication of rate changes shall not be timed to the disadvantage of Canadian shippers.

(6) That the provisions of this order are to cover all export traffic, including grain and grain products.

The railway companies affected have applied for a rehearing on the alleged ground that the rates ordered are unreasonably and unnecessarily low and in some respects impractical. On Aug. 25, we were advised that the commissioners had consented to rehear the case.

Orders by the Railway Commissioners.

The following orders have been issued by the Board of Railway Commissioners:—

Granting permission to the St. Henri, Que., city council to appeal to the Supreme Court against the order of the Board dated May 1, giving the G.T.R. power to expropriate lands in Montreal belonging to St. Henri. (June 17.)

Directing the C.P.R. to instal and maintain an automatic electric bell at its crossing of the public highway at Milford, N.B., on the application of the city and county of St. John. (July 7.)

Directing the C.P.R. to erect and operate gates and maintain a day and night watchman at its crossing of Main St., Fairville, N.B., on the application of the city and county of St. John. (July 7.)

Approving of the location of the line of the Klondike Mines Ry. from Dawson City to Klondike City, Yukon Territory. Mileage 0 to mileage 0.89. (July 10.)

Authorizing the Canadian Machine Telephone Co. to carry its wires across the tracks of the G.T.R. in Peterboro, Ont., according to plans filed, and conditions appended. (July 11.)

Approving of the location of the C.P.R. for a line from Molson to St. Boniface, Man., 36 miles. (July 12.)

Authorizing the municipality of St. Andrews, Man., to construct a highway crossing at rail level of the West Selkirk branch of the C.P.R. (July 14.)

Authorizing the C.P.R. to construct a branch to the Canadian Elevator Co.'s elevator at Morris, Man. (July 14.)

Authorizing the C.P.R. to construct a branch to the Griswold Milling Co.'s elevator at Griswold, Man. (July 17.)

Authorizing a change in the location of the G.T. Pacific Ry.'s Lake Superior branch, between mileage 3.81 from Kakabeka, Ont., easterly for a distance of 11.56 miles; and from mileage 2.84 west of Kakabeka, for a distance of 31.8 miles, from the previously deposited plans. (July 17.)

Granting permission to S. D. Stevens, Hawkesbury, Ont., to maintain a telephone line across the Canada Atlantic Ry. tracks at that place on terms agreed upon. (July 17.)

Authorizing a deviation from the constructed line of the C.P.R. MacGregor branch from near mileage 37 to Varcoe, Man., near mileage 54. (July 17.)

Authorizing the C.P.R. to construct an additional track across the highway in Melancthon township, Dufferin county, Ont. (July 17.)

Approving location plan and profile of the Calgary and Edmonton Ry.'s Lacombe branch from mileage 28 to mileage 100.5, Alberta. (July 18.)

Varying the Board's order of June 21, respecting the projected branch line of the Canada Atlantic Ry. in Ottawa, by striking out paragraph 5, and substituting a new one restricting the operation of trains over the branch to between 7 a.m. and 1 p.m. (July 18.)

Authorizing the G.T.R. to construct within two years a branch line from the town plot of Brooke, Ont., to the works of the Grey and Bruce Portland Cement Co., near Brooke. (July 18.)

Approving of the location plan and profile of the C.P.R. proposed line from Wolsley to Reston, Man., 122.39 miles. (July 18.)

Approving location plan and profile of the Nepigon Ry. to the end of the 5th mile. (July 18.)

Approving of the connection of the G.T.R. branch line in London, Ont., with the C.P.R. there, and authorizing the opening of the branch for traffic. (July 18.)

Authorizing the Tillsonburg, Lake Erie and Pacific Ry. to construct a branch from its