

Canadian Railway and Marine World

July, 1918

Freight and Passenger Rates Increased by United States Government.

The Director General of U.S. Railroads issued general order 28 on May 25, providing for increases in freight and passenger rates. This was followed on June 12 by a supplement making a number of changes. The order is of such great general importance that it is given practically in full, in consolidated form, as follows:—

Whereas it has been found and is hereby certified to the Interstate Commerce Commission, that in order to defray the expenses of federal control and operation fairly chargeable to railway operating expenses, and also to pay railway tax accruals other than war taxes, net rents for joint facilities and equipment, and compensation to the carriers, operating as a unit, it is necessary to increase the railway operating revenues, and whereas the public interest requires that a general advance in all freight rates, passenger fares, and baggage charges on all traffic carried by all railroad and steamship lines taken under federal control under an act of Congress approved Aug. 29, 1916, entitled "An act making appropriations for the support of the army for the fiscal year ending June 30, 1917, and for other purposes," shall be made by initiating the necessary rates, fares, charges, classifications, regulations, and practices by filing the same with the Interstate Commerce Commission under authority of an act of Congress approved Mar. 21, 1918, entitled "An act to provide for the operation of transportation systems while under federal control, for the just compensation of their owners, and for other purposes." Now, therefore, under and by virtue of the provisions of the said act of Mar. 21, 1918, it is ordered that all existing freight rates, passenger fares, and baggage charges, including changes heretofore published but not yet effective, on all traffic carried by all said railroad and steamship lines under federal control, whether the same be carried entirely by railroad, entirely by water, or partly by railroad and partly by water, except traffic carried entirely by water to and from foreign countries, be increased or modified, effective June 25, 1918, as to freight rates, and effective June 10, 1918, as to passenger fares and baggage charges, to the extent and in the manner indicated and set forth in the exhibit hereto attached and made part hereof, by filing schedules with the Interstate Commerce Commission effective on not less than one day's notice.

Freight Rates.—Sec. 1. Class rates (domestic)—(a) All class rates, both interstate and intrastate, shall be increased 25%, except that between points in Oklahoma the class rates for single and joint lines prescribed by the Interstate Commerce Commission for use between Shreveport, La., and points in Texas contiguous territory, as shown in Interstate Commerce Commission reports, vol. 48, pp. 345 and 346, plus 25%, shall be applied.

(Paragraphs (b) and (c) of order 28 were cancelled by the supplement.)

(d) After such increase no rates shall be applied on any traffic moving under class rates lower than the amounts in cents per 100 lb. for the respective classes

as shown below for the several classifications. The minimum rate on any article shall be the rate for the class at which that article is rated in the classification shown below applying to the territory where the shipment moves.

Official Classification.										
Classes	1	2	3	4	5	6				
Rates	25	21½	17	12½	9	7				
Southern Classification.										
Classes	1	2	3	4	5	6	A	B	C	D
Rates	25	21½	19	16	13	11	9	10	7½	6½
Western Classification.										
Classes	1	2	3	4	5	A	B	C	D	E
Rates	25	21	17½	15	11	12½	9	7½	6½	5
Illinois Classification.										
Classes	1	2	3	4	5	6	7	8	9	10
Rates	25	21	17½	15	11	12½	9	7½	6½	5

Section 2. Commodity rates (domestic).—(a) Commodity rates, both interstate and intrastate, on the following articles applicable on carloads, except as otherwise provided, shall be increased by the amounts indicated below:—

Coal, per net ton of 2,000 lb.—Where rate is 0 to 49c a ton: 15c a ton. Where rate is 50 to 99c a ton: 20c a ton. Where rate is \$1 to \$1.99 a ton: 30c a ton. Where rate is \$2 to \$2.99 a ton: 40c a ton. Where rate is \$3 or higher a ton: 50c a ton. Where rates have not been increased since June 1, 1917, the increase to be made now shall be determined by first adding to the present rate 15c a ton, net or gross as rated, or if an increase of less than 15c a ton, net or gross as rated, has been made since that date, then by first adding to the present rate the difference between the amount of that increase and 15c a ton, net or gross as rated; and to the rates so constructed the above increases shall now be added. Where rates from producing points or to destinations have been based on fixed differentials in cents a ton, such differentials to be maintained, the increase to be figured on the highest rated point or group.

Coke, per net ton of 2,000 lb.—Where rate is 0 to 49c a ton: 15c a ton. Where rate is 50 to 99c a ton: 25c a ton. Where rate is \$1 to \$1.99 a ton: 40c a ton. Where rate is \$2 to \$2.99 a ton: 60c a ton. Where rate is \$3 or higher a ton: 75c a ton of 2,000 lb. Where rates have not been increased since June 1, 1917, the increase to be made now shall be determined by first adding to the present rate 15c a ton, net or gross as rated, or if an increase of less than 15c a ton, net or gross as rated, has been made since that date, then by first adding to the present rate the difference between the amount of that increase and 15c a ton, net or gross as rated; and to the rates so constructed the above increases shall now be added. Where rates from producing points or to destinations have been based on fixed differentials in cents a ton, such differentials to be maintained, the increase to be figured on the highest rated point or group.

Ores, iron—30c a net ton of 2,000 lb.; except that no increase shall be made in rates on ex-lake ore that has paid one increased rail rate before reaching lake vessel.

Stone, artificial and natural, building and monumental, except carved, lettered, polished, or traced—2c per 100 lb.

Stone, broken, crushed, and ground—1c per 100 lb.

Sand and gravel—1c per 100 lb.

Brick, except enameled or glazed—2c per 100 lb.

Cement, cement plasters, and plaster—2c per 100 lb.

Lime—1½c per 100 lb.

Lumber and articles taking same rates or arbitraries over lumber rates; also other forest products, rates on which are not higher than on lumber—25%, but not exceeding an increase of 5c per 100 lb.

Grain, wheat—25%, but not exceeding an increase of 6c per 100 lb.

Other grain—New wheat rates.

Flour and other mill products—25%, but not exceeding an increase of 6c per 100 lb., and increases shall be not less than new rates on wheat.

Cotton—15c per 100 lb.

Cotton linters—New cotton rates.

Live stock—25%, but not exceeding an increase of 7c per 100 lb., where rates are published per 100 lb., or \$15 per standard 36 ft. car where rates are published per car.

Packing house products and fresh meats—25%, except that the rates from all Missouri River points to Mississippi River territory and east thereof shall be the same as the new rates from St. Joseph, Mo.

Bullion, base (copper or lead), pig or slab and other smelter products—25%, except that rates from producing points in the States of Arizona, California, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, and Washington, to New York, N.Y., shall be \$16.50 a net ton with established differentials to other Atlantic seaboard points; and rates from points in Colorado and El Paso, Texas, to Atlantic seaboard points shall be increased \$6.50 a net ton. Separately established rates used as factors in making through rates to the Atlantic seaboard shall be increased in amounts sufficient to protect the through rates as above increased.

Sugar, including syrup and molasses (where sugar rates apply thereon—25%, except (1) where the official classification applies, 5th class rates as increased will apply. (2) From points east of the Indiana-Illinois State line to points west of the Mississippi River, rates will continue to be made on combination of local rates or of proportional rates if published, to and from the Mississippi River; except that from points on the Atlantic seaboard to the Missouri River, Kansas City, Mo., to Sioux City, Iowa, inclusive, established differentials over the increased rates from New Orleans, La., shall be maintained. (3) From points in the States south of the Ohio River and east of the Mississippi River, also from points in the States of Louisiana and Texas, rates shall be increased by the following amounts, less the amount of any advance made in such rates since June 1, 1917—To Chicago, Ill., 23c per 100 lb.; to St. Louis, Mo., 27½c per 100 lb.; to other points west of the Indiana-Illinois State line and west of the Mississippi River, except points in Arkansas, Louisiana, and Texas, 22c per 100 lb.; to points on and north of the Ohio River and east of the Indiana-Illinois State line rates shall be increased to maintain the former established relation to the rates from the same points of origin to Chicago, Ill., and St. Louis, Mo. (4) From producing points in Colorado, Wyoming, Montana, Kansas, and Nebraska to Missouri River territory and points in Arkansas, Oklahoma, Louisiana, and Texas and points east thereof, 22c per 100 lb. (5) From points in Idaho and Utah to points named in paragraph (4) rates shall be 15c above the rates from eastern Colorado. (6) From points in California and Oregon to points taking Missouri River rates and points related thereto under the commission's fourth section orders, and to points east of the Missouri River 22c per 100 lb.

(b) Commodity rates, both interstate and intrastate, not included in the foregoing list, shall be increased 25%.

(Paragraphs (c) and (d) of order 28 were cancelled by the supplement.)

(e) In applying the increases prescribed in this section the increased class rates applicable to like commodity descriptions and minimum weights between the same points are not to be exceeded, except that the increases in rates on sugar in carloads shall be made as expressly provided in paragraph (a) of this section.

Sec. 3. Export and Import Rates.—All export and import rates shall be cancelled and domestic rates applied to and from the ports.

Sec. 4. Filing Intrastate Tariffs with Interstate Commerce Commission.—(a) All intrastate rates and all rates for transportation by water which are to be increased under this order, if not now on file, shall be immediately filed with the Interstate Commerce Commission. Such intrastate rates shall not be applied on interstate shipments, and the schedules containing said rates shall be so restricted.

Sec. 5. Minimum Charges.—(a) The minimum charge on less than carload shipments shall be as provided in the classification governing, but in no case shall the charge on a single shipment be less than 50c.

(b) The minimum charge for a line haul of a carload shipment shall be \$15, except that on brick, cement, coal, coke, logs, ore, sand and gravel, and stone