

## Traffic Orders by the Board of Railway Commissioners.

The dates given for orders are those on which the hearings took place and not those on which the orders were issued:—

### Apple Rates from Maritime Province

16101 Mar. 14.—Re application of United Fruit Companies of Berwick, N.S., complaining of the proposed increase, by the C.P.R., of 4 c. per 100 lbs. in the rate on apples in carloads shipped from points in the Maritime Provinces to Winnipeg, it is ordered that the application be dismissed.

### White Pass and Yukon Route Rates

16153. Mar. 18.—Re order 12783, Jan. 18, 1911, disallowing Joint Freight Tariff C.R.C. 9, and Joint Passenger Tariff C.R.C. 3, of the Pacific and Arctic Ry. and Navigation Co., the British Columbia Yukon Ry., and the British Yukon Ry. and directing the companies to substitute joint tariffs of freight and passenger tolls based on a reduction of at least one-third in each case from the freight and passenger tolls shown in the said tariffs, and re application of British Yukon Ry. Co., British Columbia Yukon Ry. and Pacific and Arctic Ry. and Navigation Co., for a rehearing, pursuant to the order of the Governor in Council of June 16, 1911. Upon the said hearing in Ottawa on March 1, 1912, counsel for the applicant companies and the Dawson board of trade appearing at the hearing, and what was alleged; and upon reading the evidence taken under commission upon the application of the Dawson board of trade, it is ordered that the order 12783 be rescinded.

### Switching Charge on Lumber at Sarnia.

16161. Mar. 21. Re application of F. McGibbon and Sons, Sarnia, Ont., complaining against the rate of 1c per 100 lbs., minimum \$5 a car, charged by the G.T.R. for switching lumber from the applicants' docks to their storage yard and mill at Sarnia, and applying for the same rate as charged by the Pere Marquette Rd. for switching lumber from its docks to other storage yards at Sarnia, namely 50c a car. It is ordered that the G.T.R. file a special tariff, or supplement to the existing tariff C.R.C. 1686, to take effect not later than April 8, establishing a rate of \$3 a car for switching lumber from the applicants' docks to their storage yard and mill at Sarnia, for storage, sorting, or dressing, and re-shipment via the G.T.R.

### Rates on B.C. Forest Products.

16225. April 3. The application of Oliver-Scrim Lumber Co., Ltd., of Vancouver, complaining of the rate of 5½c per 100 lbs. charged by the Vancouver, Fraser Valley and Southern Ry. on lumber, from Stormont Road to Vancouver, alleging that the rate should have been 3c per 100 lbs., and applying for an order directing restitution for the difference between the 5½c rate and 3c rate; and also against the rate of 3c per 100 lbs. charged by the railway from Stormont Road to New Westminster on lumber destined to points on the C.P.R. and Canadian Northern Ry., and applying for a through rate on the basis of 1c per 100 lbs. over the rate beyond New Westminster, and for restitution on past shipments. It is ordered that the local tolls of the V., F.V. and S.R. on lumber and other forest products, in carloads, between all its stations, shall be the same as charged by the C.P.R., and the Great Northern Ry., for similar distances within their corresponding territories. The joint through rates on lumber and other forest products, in carloads, from the V., F.V. and S.R. stations between Vancouver and New Westminster to points on the C.P.R. and Canadian Northern Ry. via Vancouver or New Westminster,

shall be on the basis of 1c per 100 lbs. over and above the rates from Vancouver and New Westminster to the same points, as published in the C.P.R. Special Joint Tariff C.R.C. no. W. 1574, effective Mar. 16, 1911, and supplements thereto, or subsequent issues thereof; the said basis having been prescribed by the board from stations on the Vancouver, Westminster, and Yukon Ry. to the same points; the Vancouver, Fraser Valley, and Southern Railway Company's proportion of the said joint through rates to be 2½c per 100 lbs., as allotted to the Vancouver, Westminster, and Yukon Ry.

### Disallowance of G.T.P.R. Special Freight Tariff

16226. April 3. Re Grand Trunk Pacific Ry.'s special freight tariff from Westfort, Ont., C.R.C. no. A. 245, issued Mar. 24, to take effect April 1. Whereas the said tariff contains certain tolls which increase those in effect upon the same commodities and between the same points before April 1, without giving the 30 days' notice required by sec. 328 of the Railway Act, as amended. It is ordered that the increased tolls be disallowed as from April 1, and that the lower tolls in effect immediately before that date be restored.

### Disallowance of G.N.R. Special Freight Tariff.

16227. April 3. Re Canadian Northern Ry.'s special freight tariff from Port Arthur, Fort William, and Westfort, Ont., C.R.C. no. W. 609, issued Mar. 23, to take effect April 1. Whereas the said tariff contains certain tolls which increase those in effect upon the same commodities and between the same points before April 1, without giving the 30 days' notice required by sec. 328 of the Railway Act, as amended. It is ordered that the increased tolls be disallowed as from April 1, and that the lower tolls in effect immediately before that date be restored.

### Disallowance of C.P.R. Special Freight Tariff.

16228. April 3. Re C.P.R.'s special freight tariffs from Port Arthur, Fort William and Westfort, C.R.C. nos. 1692 and 1693, issued March 25, to take effect on April 1. Whereas the said tariffs contain certain tolls which increase those in effect upon the same commodities and between the same points before April 1, without giving the 30 days' notice required by sec. 328 of the Railway Act, as amended. It is ordered that the said increased tolls be disallowed as from April 1, inclusive, and that the lower tolls in effect immediately before that date be restored.

## Canadian Northern Ry. Machine Tool Requirements.

The Canadian Northern Ry. has issued from Winnipeg a list covering its 1912 requirements of machine tools, for which tenders will be considered in the near future. The list is as follows:—One 80-in. drive wheel lathe, complete with 220-volt direct current motor and controller; one 42-in. double head upright boring mill for boring tires; one hollow spindle turret lathe, capable of taking bars up to 6 ins. diameter; one 24-in. upright shaper; one 14-in. upright slotting machine; one hollow spindle turret lathe, capable of taking bars up to 2½ ins. diameter; one 18-in. brass turret lathe; one 20-in. brass turret lathe; one 20-in. sensitive drill press; one 36-in. back geared drill press; one 8-in. pipe threading and cutting machine; one 2-in. double head bolt cutter; one 1½ in. triple head bolt cutter; one 48-in. blast fan for supplying air to oil furnace; one motor driven air compressor, capacity 1,000 cu. ft. free air per minute, compressed to 115 lbs.; one Lassiter automatic stay bolt drilling machine; one roller type tube welding machine; one 1-in. 6 spindle, semi-automatic nut tapping machine; one 24-in. planer; one 8-roll patent triple cylinder sandpapering

machine; one scroll sawing machine; one 4-spindle Universal boring machine; one Universal dado and saw machine; one rod, dowel and pin machine; one band-saw with 36-in. wheels; one concentric slide wood turning lathe; one 2½-in. double bitted surface planer; one 6-spindle vertical stay bolt threader; one No. 8 Beaudry Champion power hammer; one no. 3 washer cutting machine; one 36-in. Bullard vertical turret lathe; one 24-in. by 36-in. by 14-ft. gas engine lathe; two 24-in. column shapers; two 36-in. back geared upright drill presses. The approximate cost of the whole will be about \$35,000.

## G.T.R. Running Rights Over Temiskaming and Northern Ontario Ry.

The Dominion Parliament has confirmed two agreements made between the Temiskaming and Northern Ontario Ry. Commission and the Grand Trunk Ry. Co., under which the G.T.R. acquires running rights over the Ontario Government railway.

The first agreement, dated May 1, 1911, provides for the building by the T. and N.O. Ry. of a line southerly from North Bay to a junction with the G.T.R. at Nipissing Jct., and to lease the same to the G.T.R. at a rental of 4½% upon the cost, for 50 years, determinable after 20 years on five years notice. Other companies may be given the right to operate over the line, in which case a joint arrangement shall be made as to terms. The G.T.R. will pay in addition to the rental, all taxes, and keep the extension in repair, and the Commission has right of re-entry in case of default. All differences are to be arbitrated.

The second agreement, dated Dec. 1 1911, provides for the use by the G.T.R. of the T. and N.O. Ry. line from the terminal yards at North Bay to the junction with the National Transcontinental Ry. at Cochrane, Ont., about 252 miles, with all sidings, side tracks, buildings, etc., but exclusive of the repair shops and store buildings at North Bay and Englehart. The G.T.R. is given the right of joint use of the line as described with the T. and N.O.R. for \$300,000 a year and interest at the rate of 4½% on all sums expended upon the betterment of the line since July 1, 1911. The Commission agrees to maintain the line and all the appurtenances up to a standard equal to the portion of the G.T.R. line between Nipissing Jct. and Toronto. The schedule of trains shall be arranged between the officials of the two railways, the Commission's superintendents to be in charge. The Commission's employees to render service to both parties equally; the G.T.R. trains to be manned by G.T.R. employees, and in cases of doubt T. and N.O.R. trains are to be given the right of way. Switching connections shall be provided and operated by the Commission, but one half of the cost of operating the same is to be paid by the G.T.R. The division of the cost of maintenance between the two lines is also provided for. The books of each railway recording the operations over the line may be mutually inspected. The agreement also provides for the terms upon which traffic is to be interchanged with the C.P.R., etc., the carriage of express matter, and the use of telegraph lines, etc. The agreement is to run for 21 years, but within three years the G.T.R. may secure legislation extending it to 25 years, with the option of a renewal for a further period of 25 years. Matters unprovided for are to be arranged by agreement, and all differences arising between the parties are to be settled by arbitration.

The Safety Car Heating and Lighting Co. has removed its Montreal office to 718 Transportation Building.