

## Traffic Orders by Board of Railway Commissioners.

### Minimum Weights of Tan Bark.

General order 221, Feb. 26. Re Canadian Manufacturers' Association's application for an order disallowing increased carload minimum weights of tan bark, published in Supplement 8 to the C.P.R. Tariff C.R.C. no. E-3225, and Supplement 1 to G.T.R. Tariff C.R.C. no. E-3477, heard at Ottawa, Nov. 20, 1917: It is ordered that the minimum carload weights of tan bark, when carried under special commodity tariffs, be as follows: For cars not over 30½ ft. long, inside or platform measurement, 21,000 lb. For cars over 30½ ft. and not over 34½ ft. long, inside or platform measurement, 23,000 lb. For cars over 34½ ft. and not over 36½ ft. long, inside measurement for box and stock cars, and not over 36 ft. 10 in., platform measurement for flat cars, 28,000 lb. The schedules to give effect to this order to be published and filed to take effect not later than Mar. 11, 1918.

### Oleomargarine as a Packing House Product.

General order 222, Mar. 19. Re Canadian Manufacturers' Association's complaint, on behalf of the packing industry, that railway companies refuse to accept oleomargarine as part of minimum weight of packing house products, loaded in so-called pedlar cars on private sidings. Heard at Ottawa, Mar. 19, the Canadian Manufacturers' Association, Canadian Freight Association, Toronto Board of Trade, Pere Marquette Ry. and the Canadian Pacific, Grand Trunk, and Canadian Northern Railways being represented: It is ordered that the tariffs of the said railway companies, providing for the transportation of packing house products, fresh meats, and other articles in pedlar cars, be revised so as to include oleomargarine as packing house products.

### Stop-over for Completion of Live Stock Loading.

27034. Mar. 19. Re complaints of Toronto Board of Trade, the William Davies Co., of Toronto, against charge of \$5 a car by Pere Marquette Ry. for a stop-off for completion of loading of live stock. Heard at Ottawa, Mar. 19: It is ordered that the stop-over charge of \$5 a car for completion of loading of live stock be disallowed; and that the Pere Marquette Ry. be required, within one week from date of this order, to publish and file a new tariff showing a stop-over charge of \$5 a car.

### Express Rates on Cream in British Columbia.

27036. Feb. 26. Re complaints of Beechnut Creamery of Nelson, B.C., Nelson Board of Trade, Associated Boards of Trade of Eastern British Columbia, British Columbia Dairymen's Association, Curlew Creamery Co. of Curlew, Wash., C. Powlett, of Cowley, Alta., and Cranbrook Retail Merchants' Mutual Protective Association, against rates charged by Dominion Express Co. on cream in British Columbia. Heard at Victoria, B.C., June 5, 1917; Nelson, B.C., June 16, 1917, and Calgary, Alta., June 18, 1917: It is ordered that the Dominion Express Co.'s special mileage tariff for carriage of cream in British Columbia be extended beyond 75 miles, as follows:

Miles.	5 gal.	Per can	8 gal.	10 gal.
Over 75 and not over 100	40c.	45c.	60c.	
Over 100 and not over 150	50c.	55c.	68c.	
Over 150 and not over 200	60c.	65c.	75c.	

The said new rates to be made effective not later than April 1, 1918. And it is

further ordered that the application for a reduction in the rates for the carriage of cream for distances not over 75 miles in British Columbia be refused.

### Cordwood Rates on A.C. & H.B. Ry.

27058. Mar. 6. Re complaint of Lyons Fuel & Supply Co., Steelton, Ont., against rates charged by Algoma Central & Hudson Bay. Ry. on cordwood. Heard at Toronto Oct. 23, 1917, the A.C. & H.B. Ry. and the Standard Chemical Iron & Lumber Co. of Canada, being represented: It is ordered that the A.C. & H.B. Ry. forthwith amend its special local commodity tariff, C.R.C. 388, in so far as it applies on cordwood, in carloads, to provide the following rates, viz.: For distances not over 11 miles, 2c per 100 lb.; for distances over 11 miles and not over 20 miles, 2½c per 100 lb. That the said company be permitted, on lawful notice, to cancel its special local freight tariff on charcoal wood, C.R.C. 417, applicable only when the product of the said wood is shipped over the company's railway, and in place thereof and subject to the same application, to publish and file a special tariff to provide the following rates, viz.: Over 20 miles and not over 30 miles, 80c a cord; over 30 miles and not over 40 miles, 85c a cord; over 40 miles and not over 50 miles, 90c a cord. And whereas the C.P.R. and G.T.R., under the board's judgment of Dec. 26, 1917, increased their special charcoal wood rates by 15%; and whereas, by order in council P.C. 229, the time when the said increases were to become operative was extended until Mar. 15, 1918—It is therefore further ordered that, subject to the provisions of the said order in council, and such other order or orders in council as may issue in the premises, the A.C. & H.B. Ry. be permitted, on lawful notice, to increase its rates on charcoal wood as follows, viz.: Over 20 miles and not over 30 miles, to 92c a cord; over 30 miles and not over 40 miles, to 98c a cord; over 40 miles and not over 50 miles, to 103½c a cord.

### Cut Glass Rates.

27068. Mar. 16. Re Wallaceburg Cut Glass Works' application for lower rating than provided in Canadian Freight Classification 15 for cut glassware. Heard at Windsor, Ont., Nov. 22, 1917: It is ordered that the Pere Marquette Ry. publish and file a joint commodity tariff, applying the published and filed 3rd class rates from Wallaceburg, Ont., to Toronto and Montreal on cut glass jars, value not exceeding \$5 a doz., and so receipted for; and on cut glass tumblers, value not exceeding \$1 a dozen, and so receipted for, packed in barrels or boxes, and at owner's risk or breakage, in straight or mixed carloads, minimum weight 20,000 lb. a car. That the said tariff become effective not later than April 8, 1918. That the application for a reduction of the less than carload rating of Canadian Freight Classification of cut glassware be refused.

### Pere Marquette Railway Tariff.

27069. Mar. 16. Re Pere Marquette Ry.'s application for permission to cancel Canadian Northern Ry. as a party to its tariff C.R.C. 2048: Upon reading what is filed in support of the application, the Page Wire Fence Co., and the McGregor, Banwell Fence Co. offering no objections; and upon the recommendation of the board's Chief Traffic Officer, it is ordered that the P.M. Ry. be authorized to cancel the Canadian Northern Ry. as a party to its said tariff.

### Inspection of Goods Covered By Bill of Lading.

27079. Mar. 19. Re application of R. W. Hannah, of Toronto, for cancellation of the following clause on the order bill of lading approved by the board: "Inspection of goods covered by this bill of lading will not be permitted, unless provided by law, or unless permission is endorsed on this original bill of lading or given in writing by the shipper." Heard at Toronto, Feb. 15, 1918, the applicant, the Canadian Manufacturers' Association, Canadian Freight Association, the Toronto and Montreal boards of trade, the Grand Trunk, Canadian Pacific, and Canadian Northern Railways, and the Michigan Central Rd. being represented: It is ordered that the application be refused.

### Coal Rates to Preston, Hespeler and Guelph.

27081. Mar. 21. Re complaints of City of Guelph, the Preston, Hespeler, Kitchener, Waterloo, and Elmira boards of trade, and Hall-Zryd Foundry Co. and R. Forbes Co., that the rates on coal from the frontier gateways are excessive and discriminatory: Upon hearing the complaints at Toronto, Dec. 11, 1916, the City of Guelph, the Preston, Kitchener and Montreal boards of trade, the Dominion Sugar Co., Canadian Buffalo Forge Co., Consolidated Rubber Co., Canadian Manufacturers' Association, and Canadian Retail Coal Association being represented; and upon reading the further written submissions filed, and the recommendation of the Board's Chief Traffic Officer, it is ordered that the rates published on coal, in carloads, from Buffalo, Black Rock, and Suspension Bridge, to Preston, Hespeler and Guelph, Ont., in G.T.R. tariff C.R.C. no. E-3766 and Michigan Central Rd. tariff C.R.C. 2748, which became effective Mar. 15, 1918, be disallowed, and that in lieu thereof the following rates per ton of 2,000 lb. be published: To Preston, \$1.03; to Hespeler, \$1.03; to Guelph, \$1.08.

### Milling in Transit Arrangements at Montreal.

27085. Mar. 18. Re application of Montreal Board of Trade, on behalf of Dominion Flour Mills, Ogilvie Flour Mills, and St. Lawrence Flour Mills, for an order disallowing the portion of the following tariffs: Supplement 33 to C.R.C. no. E-1196; supplement 6 to C.R.C. no. E-3120; supplement 1 to C.R.C. no. E-3137; supplement 1 to C.R.C. no. E-3214, cancelling the milling in transit arrangement on grain milled at Montreal, and reshipped to points on the Canadian Government Railways, also to Halifax, N.S., for export; and re order 25904, Feb. 26, 1917: Upon reading what was filed subsequent to the hearing at Ottawa, Feb. 21, 1917, in support of the application, and on behalf of the C.P.R.; and upon the recommendation of the Board's Chief Traffic Officer, it is ordered that the transit arrangements at Montreal, applicable to grain from Western Canada handled by the C.P.R. via the all-rail or lake and rail routes, the products of which are reshipped to destinations on or via the Intercolonial Ry., or for export via Halifax, which were sought to be cancelled and withdrawn by the C.P.R. by certain supplements to its tariffs appearing in the recital hereto, be continued on a uniform basis of a charge of 2c per 100 lb. for the stop-over services at Montreal; the said charge to be an addition to the published tariff rates from Port Arthur and Fort William, or from the lake ports, as the