

New Rules for Interswitching Freight Traffic.

The Board of Railway Commissioners passed general order 230, May, 17, as follows:—The board hereby rescinds order 4988 (general order 11), dated July 8, 1908, and orders as follows:

1. For the interpretation, application and operation of this order—

(a) "Interswitching" means the movement of freight in cars between the unloading or loading tracks of one carrier, hereinafter called the "terminal carrier," and the point of interchange with another carrier, by whom, singly or jointly with a further carrier, the said traffic has been carried from its point of shipment or is to be carried to its destination, hereinafter called, singly or jointly, the "line carrier," both the terminal carrier and the line carrier which interchanges with the terminal carrier being subject to the board's jurisdiction; the said movement being performed with or without the aid of an intermediate carrier, whether subject or not subject to the board's jurisdiction, hereinafter called the "intermediary."

(b) The "interchange" means the junction between the terminal carrier and the line carrier, or between the terminal carrier and the intermediary, nearest to the point of loading or unloading of the car.

2. This order does not apply—

(a) to tracks used by the terminal carrier for the transfer of freight between cars and its freight warehouse, or for the purpose of trans-shipment from car to car, nor to tracks otherwise set apart for its own working purposes, except team tracks;

(b) to joint movements which both begin and end in the same terminal or group of terminals or adjoining switching districts;

(c) to cars which, having been once properly interswitched for unloading, are reconsigned for unloading elsewhere within the same terminal or group of terminals.

3. Subject to the provisions of sec. 14, carriers shall at all times, according to their powers, furnish an interswitching service equal to the service accorded their own traffic, at all points where interswitching facilities are, or may hereafter be, provided, under the circumstances and at the tolls herein prescribed; provided that no terminal carrier or intermediary shall be obliged hereunder to make any movement exceeding the distances herein specified at the tolls herein prescribed, and that the said distances be irrespective of the location of the interchange and of yard limits or boundaries.

4. The toll of an intermediary subject to the board's jurisdiction shall not exceed, irrespective of weight, \$3 a car for any distance within and including three miles, or \$3.50 a car for any distance exceeding three miles to and including four miles.

5. If the traffic is loaded or unloaded upon private sidings connecting with the terminal carrier's railway, or directly from or into an industry, elevator or yard abutting upon its tracks (commonly known as industrial sidings), or in any public stock yard, the toll of the terminal carrier shall not exceed 1c per 100 lb. for the actual weight thereof, subject to the minimum weight of the line carrier's tariff, for any distance within and including four miles from the interchange; except that the terminal carrier shall be entitled to a minimum charge of \$3 a carload of traffic included in the 7th, 8th and 10th classes of Canadian Freight Classi-

fication, and \$5 a carload of all other traffic.

6. The toll of the terminal carrier upon all traffic other than that referred to in sec. 5, including traffic to or from team tracks, shall not exceed 2c per 100 lb. for the actual weight thereof, subject to the minimum weight of the line carrier's tariff, for any distance within and including four miles from the interchange, except that the terminal carrier shall be entitled to a minimum charge of \$6 a car.

7. Not less than the following proportions of the tolls herein prescribed shall be absorbed in the rate of the line carrier and the remainder shall be an addition thereto:—(a) One-half of the tolls charged by the terminal carrier under sec. 5, as qualified by sec. 9. (b) Of the tolls prescribed in sec. 6, one-half of the tolls permitted under sec. 5, as qualified by sec. 9, as if the movement were to or from private sidings. (c) One-half of the herein prescribed or lower tolls of each intermediary, if any, whether subject or not subject to the board's jurisdiction. Provided that the line carrier may, unless its tariff rate is lower, charge and collect \$12 a car for its haul between the interchange and the point of shipment, or destination, when by reason of such absorption its line charges would otherwise be less than that amount.

8. The appropriate tolls hereinbefore prescribed shall not be exceeded, for the distances herein specified, in each direction, for the movement from and the return to the line carrier of so-called off line transit traffic, and the line carrier shall be subject to the absorption provisions of sec. 7 only when its through rates are the sum of its published rates to and from the stop over point.

9. If an extra car, commonly known as an idler, is used solely to take care of an overhang of long articles loaded on an open car, it shall be charged by the terminal carrier not more than two-thirds of the herein prescribed appropriate toll for the minimum weight of the line carrier's tariff, except that the terminal carrier shall be entitled to a minimum charge of \$3 a car. If interposed between two cars in the same shipment to protect an overhang from each, the idler shall be charged for once only.

10. No charge shall be made for the accessory interswitching of the empty car. If the car is loaded in both directions, the interswitching toll shall be charged for each movement.

11. Subject to the provisions of sec. 14, nothing herein contained shall prevent the line carrier from absorbing the entire toll or tolls charged for interswitching competitive traffic, provided that the traffic and movements so treated are clearly defined in its tariffs.

12. Traffic to or from the United States shall be subject to the provisions of this order at the point of shipment or destination in Canada.

13. If an exceptional rate is published to apply to or from the tracks of the carrier line only, the ordinary rate, which includes the right of interswitching, shall be plainly indicated in the same schedule, and the latter rate shall not exceed the former by more than the appropriate toll herein prescribed for the interswitching service.

14. Except as hereinafter provided, the tolls herein prescribed shall not apply to deprive the initial carrier of the line haul by a reasonable route of traffic loaded or to be loaded on its railway, including sid-

ings connecting therewith, provided it furnishes at the destination, itself or through its connections or by interswitching, the same delivery and facilities as the competing carrier at no greater charge. If a car is expressly ordered by the shipper to be interswitched to another railway, notwithstanding that the initial carrier can furnish the services as above provided, the said initial carrier may, in lieu of the tolls otherwise prescribed herein, charge and collect its ordinary published tariff rate to the interchange, which rate shall be an additional charge against the shipment. Provided, however, that if the said initial carrier fail or neglect to furnish the shipper with a car within 48 hours after it has been requested, or should through movement by the route of the initial carrier be embargoed, the shipper may require the initial carrier to accept and place, and the said carrier shall so accept and place, an empty car of any other carrier, in which case the movement of the empty car in and the loaded car out shall be effected under the provisions of sec. 10 and 5 or 6, as the case may be.

The schedule to give effect to this order shall be published and filed to come into force on July 1, 1918.

Railway Employees Voting at Ontario Municipal Elections.

Owing to the nature of their employment, a large number of railway employees are, because they are absent from home, precluded from voting at municipal elections. This has been remedied in Ontario by the passing of an act to enable employees, whose employment is such that they are absent from home from time to time, and who have reason to believe that they will be absent on the polling day, to cast their vote at municipal elections before the regular polling day. A polling place is to be kept open in the municipalities, whose councils have passed a bylaw bringing the act into force, for three days prior to the date of polling, exclusive of Sunday, between 9 a.m. and 5 p.m. The clerk of the municipality or his appointee is to be the special returning officer, and separate ballot boxes are to be provided where the municipality is divided into wards. Every person offering himself as a voter must be on the last revised voters' list for the municipality and must subscribe a declaration, showing the railway company by which he is employed, and that he expects to be absent in the course of his employment from the municipality on the regular polling day. The penalty for making a false statement is not less than \$25 nor more than \$100. The ballot box or boxes are to be sealed at the close of the poll, and are not to be opened until the close of the regular poll, when they will be opened and the ballots counted in the regular way.

Jurisdiction over Taxicabs in Stations. Outside taxicab drivers at Winnipeg laid a complaint before the Board of Railway Commissioners recently, that some of them were not allowed to enter the station there to do business, but that two or three of them were so allowed. The company operating the Fort Garry union station contended that arrangements for governing the interior of the building was in its hands, and this view was upheld by the commission and the complaint dismissed.