

Flour and Other Grain Product Rates.

The Board of Railway Commissioners issued the following order Sept. 4. In the matter of the application of the C.P.R. Co. and the G.T.R. Co., that the order of the Board in the matter of the complaint of the Dominion Millers' Association, dated July 25 (as published in the RAILWAY AND SHIPPING WORLD for Sept., pg. 401) be held in abeyance pending an opportunity to the railway companies to present to the Board the position in which they will be placed by the enforcement of the rate basis ordered. Whereas by the said order, it was provided, *inter alia*, that certain station groupings and percentages of the Chicago to New York rates should be substituted for those previously adopted on freight traffic for export from Ontario to the Canadian and U.S. Atlantic seaboard. And whereas at the hearing on Aug. 29, it was represented to the Board, on behalf of the railway companies, that the said order would work a hardship and injustice to them in respect of traffic to New York and ports south thereof, and the Board was urged to approve in lieu of the station groupings and percentages provided in said order, a new list of station groupings and percentages which they considered should govern the rates to New York and ports south thereof, the said new lists being from certain groups more favorable to the railways than that embodied in the order dated July 25, but more favorable to the public than the basis of rates heretofore charged. Upon the report of the Chief Traffic Officer of the Board recommending the acceptance of the said new list of stations and percentages in substitution of those provided for in the order of July 25. It is ordered that the order, dated July 25, be amended by substituting, in lieu of the station groupings and percentages embodied therein, the following station groupings and percentages of the Chicago to New York rates to New York, with the customary differentials to Philadelphia and Baltimore:

Group no.

1. Niagara Falls to Paris, Brantford, Jarvis and Niagara Peninsula 70%
2. East of Hamilton to Toronto, inclusive, thence west along main line Grand Trunk Ry. to Berlin and Waterloo and other points south thereof not included in Group 1. 73%
3. East of Toronto to Port Hope and Peterboro, inclusive, thence west along line Grand Trunk to Lindsay, through Manilla and Blackwater Jct. to Scarboro and Whitby and stations within that group; also north of Waterloo, Guelph, Georgetown and Brampton, including line of C.P.R. Brampton to Elora; also north of Toronto to King and Kleinburg; also north of Port Hope to Peterboro and intermediate stations 75%
4. East of Port Hope and Peterboro to Kingston and Sharbot Lake, inclusive, and intermediate territory; Madoc branch; west of Kleinburg to Grand Valley and Shelburne, both inclusive; also intermediate points north of Inglewood and Cataract; north of Inglewood to Alliston and Allandale; north of King to Barrie; north of Stouffville to Jackson's Point; north of Blackwater Jct. to Lorneville Jct.; north of Lindsay to Fenelon Falls and Bobcaygeon; north of Peterboro to Lakefield. 78%
5. North of Alliston to Collingwood; north of Barrie to Atherly Jct., Midland, Penetang, Collingwood; north Lorneville Jct. to Cobocok; west of Lorneville Jct. to Orillia 82%
6. West of Collingwood to Meaford 85%

The percentages from stations not included in the list given above to be the same as set forth in the order of July 25.

The Ocean Limited, the summer fast train on the Intercolonial Railway, made its last run for the season east bound from Montreal to Halifax, Sept. 15, and west-bound from Halifax to Montreal, Sept. 16.

The Canadian Westinghouse Co. has issued circulars dealing with Westinghouse type c.c.l. solid frame polyphase induction motors, direct current self-contained generators, and Westinghouse regulating and reversing controllers.

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