

### Handling of Milling in Transit Grain at Moose Jaw, Saskatoon and Calgary.

Sir Henry L. Drayton, Chief Commissioner, Board of Railway Commissioners, has given the following judgment, concurred in by Commissioner McLean:—

An application has been made by the R. B. McLean Grain Co., Ltd., of Saskatoon, Sask., asking, in effect, that the milling in transit privilege be extended to the government elevator at Saskatoon, Sask. In principle, the application also covers the government elevators at Calgary and Moose Jaw. The present milling in transit, of course, only allows for the one stop off, and the applicants were anxious that an additional stop off be given, which would enable farmers and grain dealers to have their grain treated and weighed at the government elevator and then proceed in the easterly movement at the through rate plus the usual stop over charge, instead of moving at the local rate, the effect of which would be, of course, to practically prevent the additional stop off. The case was heard at the recent sittings in Saskatoon, Calgary and Regina, so that the facts might be developed, although the Board had already held that such a privilege is one which it has no jurisdiction to order, the Board's jurisdiction as to privilege being confined to questions of discrimination. At the conclusion of the last hearing the Board requested the railways to take up the question with a view of providing a remedy, and W. B. Lanigan, Assistant Freight Traffic Manager, C.P.R., has now written stating that the Railways have arrived at the following, which they believe to be the only practical solution:

"Grain stored in transit in Dominion Government interior elevators at Calgary, Moose Jaw, and Saskatoon, and forwarded under transit regulations, will be granted an additional stop off at any intermediate milling point for grinding only, in the direct line of transit to Winnipeg or Fort William, or points east thereof. An equivalent tonnage of the product thereof, when forwarded within a period of six months after receipt, may be waybilled at the balance of the through rate from such interior elevator point to destination after deducting the rate paid from the government elevator point to the milling point, plus 1c. per 100 lbs. for the additional stop off."

I do not know that the solution requires any confirmation by the Board. It will, however, enable the business to obtain the two stop overs desired. The arrangement appears fair and equitable, and should be approved.

### Steel Rail Orders Placed.

The Canadian Pacific will, during next year, lay 30,000 tons of new 85-lb. steel rails at various points over the system. Of these, 5,000 tons were rolled some little time ago by the Algoma Steel Corporation, at Sault Ste. Marie, Mich., and are now being delivered. In addition to this, the same mills have an order for 25,000 tons, to be delivered 5,000 tons a month during May, June, July, August and September.

The Grand Trunk has ordered 20,000 tons of 90 and 100-lb. A. C. A. type, A section from the Algoma Steel Corporation, to be delivered 5,000 tons a month during June, July, September and October.

**Western Canada Railway Club.**—At the monthly meeting at Winnipeg, Dec. 14, W. C. Blake, chief clerk to General Auditor, Canadian Northern Ry., read a paper on the audit department in relationship to railway organization.

### Eastern Live Stock Case Decided by Interstate Commerce Commission.

The Interstate Commerce Commission gave a decision at Washington, D.C., Dec. 2, of which the following is the official summary:

Proposed increased rates for transportation of live stock, except horses and mules, in Central Freight Association territory, found justified to the extent found reasonable in this report.

Certain proposed increased carload minima applicable to live stock when transported between points in Central Freight Association territory, found justified; others not justified.

Proposed increased rates for transportation of cattle from points in Central Freight Association territory to points in trunk line and New England Freight Association territories, found justified.

Proposed increased rates for transportation of hogs and of sheep or goats in single deck and double deck cars from points in Central Freight Association territory to points in trunk line and New England Freight Association territories, found justified.

Certain proposed increased carload minima applicable to live stock when transported from points in Central Freight Association territory to points in trunk line and New England Freight Association territories, found justified; others not justified.

Increased rates for transportation of packing house products, packed, and packing house products, loose, from points in Central Freight Association territory to points in trunk line and New England Freight Association territories, which would exceed the classification rates on these commodities, found not justified.

Proposed increased rates for transportation of fresh meat from points in Central Freight Association territory to points in trunk line and New England Freight Association territories, found justified.

Proposed increased carload minima applicable to fresh meat and packing house products, loose, when transported from points in Central Freight Association territory to points in trunk line and New England Freight Association territories, found justified.

Proposed increased rates for transportation of live stock between points in trunk line territory east of the western termini of the trunk lines, found not justified.

Proposed increased rates for transportation of packing house products between points in trunk line territory east of the western termini of the trunk lines, found not justified.

Proposed increased carload minima applicable to live stock and packing house products, when transported between points in trunk line territory east of the western termini of the trunk lines, found not justified.

**Sleeping Car Conveniences.**—The Canadian Northern Ry. some time ago provided its sleeping cars with combination clothes hangers. The Pullman sleeping cars operating on the Grand Trunk have been similarly equipped.

The Board of Railway Commissioners and the Quebec Public Utilities Commission sat jointly at Montreal, Dec. 20, to consider the Montreal Electric Commission's application for approval of its plans for the construction of underground conduits in Montreal, sections 6 and 7. Previous applications were made to the Board of Railway Commissioners alone, but this joint sitting was arranged to do away with any possibility of an appeal on the ground of jurisdiction.

### Increase in Passenger Fares in Western United States Territory.

The Interstate Commerce Commission, after consideration of proposed increases in passenger fares in western territory, gave a decision, Dec. 7, of which the following is the official abstract:

In the states of Illinois; Wisconsin; Michigan, upper peninsula; Minnesota; Iowa; Nebraska; Missouri, north of the Missouri River; and in Kansas on and north of the main line of the Union Pacific Rd. from Kansas City to the Colorado state line, proposed increased fares not justified, but a basis for interstate fares of 2.4c. a mile is justified.

In the state of Missouri south of the Missouri River, and in the state of Kansas south of the main line of the Union Pacific Rd., proposed increased fares not justified, but a basis for interstate fares of 2.6c. a mile is justified.

Proposed increased fares from points in territory in which these fares are authorized to points on the main lines of these respondent carriers in California, Utah, Nevada, Colorado, Wyoming, Arizona, New Mexico, Arkansas, Oklahoma, and Texas are not justified in those instances where such proposed increases result in higher fares than would be obtained by using for the construction of such fares the bases herein authorized in the states of Michigan, Illinois, Wisconsin, Kansas, Minnesota, Iowa, Nebraska, and Missouri, and a basis of 2½c. a mile in the states of North and South Dakota, and a basis of 3c. a mile in the states south and west thereof.

Proposed increase charges for mileage tickets in territory north of the Missouri River in Missouri and on and north of the main line of the Union Pacific Rd. in Kansas to 2¼c. a mile, and in territory south of the Missouri River in Missouri and the main line of the Union Pacific Rd. in Kansas to 2½c. a mile are justified.

Proposed increased fares from points in Michigan, upper peninsula; Illinois; Iowa; Minnesota; Wisconsin; Nebraska; Missouri; and Kansas, to points in states east thereof, which result from the construction of such fares by the use of the bases herein found reasonable and the use of the lawfully published and filed fares in eastern territory are justified.

**Theft from the G.T.R. at Toronto.**—W. A. Mason, a G.T.R. ticket agent, who pleaded not guilty recently to a charge of theft of \$1,500 from the G.T.R., in connection with cash received on the sale of tickets, withdrew his plea at Toronto, Dec. 17, and pleaded guilty. His counsel asked for an adjournment of the case to enable restitution to be made. Sentence was postponed until the end of the court sittings, and in the meantime he was allowed liberty on \$3,000 bail.

**Hastings St. Viaduct, Vancouver.**—The building of this viaduct was ordered by the Board of Railway Commissioners on the Vancouver City Council's application, the Great Northern Ry. being ordered to pay 50% of the cost. The railway company owns certain properties in the vicinity, and not only claims to be exempt from being taxed to meet the city's portion of the cost of the viaduct, but has put in a claim for compensation for alleged damages to its property by the building of the viaduct.

**C.P.R. Land Sales.**—During November, 2,193 acres in Alberta were disposed of through the Edmonton office. The land was taken up by 14 persons, the majority of whom came from British Columbia and Montana.