

# Railway Commissioners' Traffic Orders.

6166. Jan. 13.—In the matter of the complaint of J. Richardson & Sons, grain and commission merchants, Kingston, Ont., complaining that railway companies unjustly discriminate against Kingston and in favor of Lake Huron and Georgian Bay ports on shipments of western grain to points in Quebec and the Maritime Provinces, and applying for an order directing the railway companies to file rates from Kingston to points in Quebec and the Maritime Provinces similar to those which the said companies have established from Georgian Bay and Lake Huron ports. Upon the hearing of counsel for the railway companies, H. W. Richardson for the complainants appearing in person, the evidence adduced, and what was alleged—it is ordered that the rates charged from Kingston by the G.T.R., the C.P.R., and the Kingston and Pembroke Ry. Companies on western grain arriving at Kingston by vessel, and destined to points in Quebec and the Maritime Provinces, be made on the basis of 7c. per 100 lbs. from Kingston to Montreal; and that the proportional or arbitrary rates from Montreal to the said points in Quebec and the Maritime Provinces to be added to the said rate of 7c. per 100 lbs. from Kingston to Montreal, do not exceed the proportional or arbitrary rates from Montreal in force concurrently on western grain transferred at Lake Huron ports. And it is further ordered that the above rate become effective not later than Feb. 18.

## COAL RATE TO LINDSAY, ONT.

6168. Feb. 3.—In the matter of the complaint of McLennan & Co., of Lindsay, Ont., alleging that the rate charged by the G.T.R. on hard coal from Black Rock and Suspension Bridge, N.Y., to Lindsay, is too high as compared with the company's rates to Cambray, Cobocok, Peterboro, Lakefield, Port Hope, and Belleville, Ont. Upon hearing counsel for complainants, the G.T.R. Co. and the C.P.R. Co., the evidence adduced, and what was alleged; and upon the report and recommendation of the Chief Traffic Officer of the Board, it is ordered that the G.T.R. Co. be directed to reduce its rate on coal in carloads from Suspension Bridge, Black Rock, and Buffalo, to Lindsay, to \$1.15 per ton of 2,000 lbs., subject to a compliance with the provisions of sub-sec. 5 of sec. 315 of the Railway Act.

## RATES ON C.N.R. REGINA BRANCH.

6185. Feb. 1.—In the matter of the complaint of the Hanbury Manufacturing Co. of Brandon, Man., alleging discrimination in favor of Winnipeg on shipments to points on the C.N.R. Regina branch, via Regina, from Brandon and Winnipeg. Upon hearing this matter, and upon reading the report of the Chief Traffic Officer, and in the presence of counsel for the railway company, no one appearing for the applicants, although duly notified; and upon said counsel representing that the cause of complaint was advanced by the petitioners had been removed, it is ordered that the complaint be dismissed.

## PAYMENT FOR GRAIN CAR DOORS.

6186. Feb. 2.—In the matter of the complaint of the Grain Growers Grain Co., of Winnipeg, alleging long delay on the part of railways in repayment to shippers of grain for lumber supplied for car doors; upon hearing this complaint in the presence of counsel for applicants as well as of counsel for the C.P.R., the C.N.R., and the G.T.P.R. Companies, and upon hearing what was alleged by counsel, it is ordered that where shippers, upon all or any railways subject to the jurisdiction of the Parliament of Canada, in Manitoba, Saskatchewan, and Alberta, are compelled to furnish car doors

to enable cars to be used for traffic, allowance shall be made upon the following basis: Lower car door \$1, upper car door 50c., and adjustment upon the above basis shall be made by the agent at or nearest to the point of shipment, at the time of shipment; payment to the shipper of the account out of funds of the railway company, of which he is agent, in his hands; or the shipper may deduct from the freight charges, if any, payable by him upon the shipment in such car for which the said door or doors were so supplied, the amount of such bill upon the foregoing basis, receipting the same and turning the account into the agent as so much cash.

## RATES ON METALLIC SIDINGS.

6188. Feb. 2.—In the matter of the application of the Kemp Manufacturing Co. and Winnipeg Ceiling and Roofing Co., for an order directing railway companies to equalize freight rates on metallic sidings from eastern points to Manitoba, Saskatchewan, and Alberta, as against the freight rates charged on the manufactured product. Upon reading the complaint filed with the Board on May 11, 1907, this case having been set down for hearing in Winnipeg in Sept., 1908, and adjourned at the instance of the applicants; and upon its coming on for hearing at Winnipeg on Feb. 1, and when called no one appearing, and the same having been adjourned until this day, notice of such adjournment having been given to the applicants at Winnipeg, and no one now appearing, and upon reading the letter from the Metallic Roofing Co. of Jan. 28, 1909, and the letter from the Manager of the Canadian Manufacturers' Associations' Transportation Department of Jan. 29, 1909, it is ordered that the application be dismissed.

## PLANS AND LEASES FOR ELEVATOR SITES.

6189. Feb. 1.—In the matter of the complaint of the Winnipeg Elevator Co., Ltd., respecting charges made by the C.P.R. for drawing plans, preparation of leases of elevator sites, etc., upon hearing this matter in the presence of counsel for the railway companies and of C. B. Piper for applicants; and it appearing from the statement of Mr. Piper and the matters covered by his complaint that the Board had no jurisdiction in the premises, it is ordered that the complaint be dismissed.

## SLEEPING, PARLOR AND CHAIR CAR TARIFFS.

6196. Feb. 8.—Whereas, by Act of the Parliament of Canada, chap. 61, 7-8 Edward 7, sub-sec. 30 of sec. 2 of the Railway Act, was repealed and the following substituted therefor: "30. 'Toll' or 'rate' means and includes any toll, rate, charge, or allowance charged or made either by the company, or upon or in respect of a railway owned or operated by the company, or by any person on behalf or under authority or consent of the company, in connection with the carriage and transportation of passengers, or the carriage, shipment, transportation, care, handling, or delivery of goods, or for any service incidental to the business of a carrier; and includes also any toll, rate, charge, or allowance so charged or made in connection with rolling stock, or the use thereof, or any instrumentality or facility of carriage, shipment, or transportation, irrespective of ownership or of any contract, expressed or implied, with respect to the use thereof; and includes also any toll, rate, charge, or allowance so charged or made for furnishing passengers with beds or berths upon sleeping cars, or for the collection, receipt, loading, unloading, stopping over, elevation, ventilation, refrigerating, icing, heating, switching, ferriage, cartage, storage, care, handling, or delivery of, or in respect of, goods trans-

ported or in transit, or to be transported; and includes also any toll, rate, charge, or allowance so charged or made for the warehousing of goods, wharfage, or demurrage or the like, or so charged or made in connection with any one or more of the above-mentioned objects, separately or conjointly."

It is ordered that sleeping car and parlor or chair car tariffs filed with the Board by the railway companies subject to the legislative authority of the Parliament of Canada, or by any person on behalf or under authority or consent of the said railway companies, be printed on sheets uniform in size, namely, 11 x 8 inches, and be specifically numbered by each company, beginning with C.R.C. no. S. 1, and that subsequent tariffs be numbered consecutively with the prefix "C.R.C. no. S....". And it is further ordered that the said tariffs be filed with the Chief Traffic Officer of the Board under filing devices similar to those used for the filing of passenger tariffs.

## RELEASE FOR SHIPMENTS TO FLAG STATIONS.

6242. Feb. 8.—In the matter of the complaint of the Winnipeg Board of Trade respecting alleged demand of the C.P.R. that shippers in Winnipeg sign a release form for freight shipped to regular or flag stations; upon hearing counsel for applicants, as well as for C.P.R. Co., and upon hearing what was alleged, it is ordered that hereafter the form of release of responsibility for freight shipped to flag stations, upon the lines of all railways in Canada, subject to the jurisdiction of the Parliament of Canada, be in the following form:

"In consideration of the ..... Railway Company having received the above-described property for transportation from ..... station to ..... station, ..... do hereby release said Company from all loss or damage that may occur to any of the above-mentioned property after it has been unloaded from the cars at ..... station, the said station being a flag station without agent."

2. That no other form of release shall be required to be signed by any shipper of any property to any flag station upon any line of railway in Canada, until further order (if any) regarding facilities and conveniences to be established by railway companies at flag stations.

## THOUSAND-MILE TICKETS ON C.P.R.

6234. Feb. 8.—In the matter of the application of A. E. Hill, of Griswold, Man., for an order compelling the C.P.R. to issue 1,000-mile tickets, good to travel over the Western Division and branch lines in Manitoba, Saskatchewan and Alberta: Upon hearing this matter in the presence of counsel for the railway company, and for reasons given at the said hearing, it is ordered that the application be refused.

## WAREHOUSING CHARGES AT PORT ARTHUR.

6240. Feb. 8.—In the matter of the complaint of H. H. Shields, of Melton, Man., against excessive rates charged by the Canadian Northern Ry., for warehousing carload of wheat consigned to its warehouse at Port Arthur, Ont.: Upon the hearing of this application in the presence of counsel for the railway company, no one appearing for complainant, and upon a perusal of the papers connected with the said complaint, and the application to and ruling of the Warehouse Commissioner, it is ordered that the complaint be dismissed.

The C.P.R. is looking into the question of the use of creosote for treating ties, etc.

A conference of G.T.P.R. employees, representing locomotive engineers, conductors, firemen and other trainmen, is reported to have taken steps to formulate a schedule and set of working rules, with schedule of wages and hours similar to those in force on the C.P.R., for submission to the management.