

down to 3c. they have gone as far as they should reasonably be expected to go. In this view, put forward by the respondents, the Board does not find itself able to concur. The Canadian railways carried split peas at their flour rates, and they advanced the basis only under pressure. The McMorran Co., of Port Huron, Mich., complained to the Inter-State Commerce Commission that Canadian railways were carrying split peas for export at the grain product rates, while they had to pay the Michigan roads 5th class. The Michigan railways opposed any reduction in their rates, and the result of the informal correspondence with the Inter-State Commerce Commission was that the G.T.R. compromised on the 3c. advance. Reading between the lines of the evidence of the Freight Traffic Manager of the G.T.R., given upon the hearing before this Board, it might be inferred that he was not in sympathy with this advance. The Canadian millers were, in consequence thereof, required to pay more, in order to satisfy the Michigan shippers. The McMorran Co., it is said, allege that they did not want the Canadian rates advanced, but their own reduced. If, as is stated, split peas are not now made in Michigan, or shipped from that State, the present point of view of the Michigan railways is not likely to be identical with their previous view, and it may be assumed that they will not be likely to interest themselves with the Inter-State Commerce Commission to any extent on this subject. Again, split peas are included in the list of articles which are carried by the Canadian railways to Eastern Ontario, Quebec, and Maritime Province points, at flour rates. Further than this, between local stations west of Montreal, from Woodstock to Toronto, for example, the G.T.R. and the C.P.R. carry split peas and flour at less even than grain rates—not less than on grain for milling purposes, but less than for general consumption. Perhaps the railways have compared the value of the business to them at the higher basis of rate, and at the former lower one, and may possibly prefer the present restricted volume of traffic in this product to the augmented output which the millers predict would follow a restoration of the old basis. If this be the case, it is doubtful whether they should be permitted to continue a policy which, while financially preferable to them, does an injury to an important Canadian industry. The Board cannot accede to the request from

certain of the shippers of split peas, that the railways should be required to carry split peas at the same rates as peas in bulk, that is, if it is meant that this should be done at all times. As has been above stated, the export rates on flour and bulk grain, are, as a rule, identical, but there may be times when the grain rates have to be cut without necessarily involving flour and other grain products. The manufactured article is more valuable than the raw material, and should be able to bear a higher rate if flour, etc., bear the same higher rate." The Board ordered that split peas for export be reinstated in the list of articles that take the same rates to the seaboard as flour for export.

RATES ON CEDAR LUMBER.

In the complaint of the British Columbia Lumber and Shingle Manufacturers' Association against the C.P.R. for discriminating in its freight rates against cedar lumber, it appearing to the Board that a rate of 10c. per 100 lbs. is imposed upon cedar lumber carried on the C.P.R., in excess of the rates charged upon other lumber, viz., pine, fir, spruce, and other kinds of lumber, which excess rate of 10c. is, in the judgment and opinion of the Board, an unreasonable and excessive charge upon cedar lumber as compared with the rates upon other lumber, and which unjustly discriminates against cedar lumber, the Board therefore orders, under the powers conferred upon it by sec. 253 and 254 of the act, that the C.P.R. and all other railway companies do hereafter desist from charging a higher or greater rate of freight upon cedar lumber than is charged by them on pine, fir, spruce, and other lumber of like class; and the C.P.R. and all other railway companies are charged forthwith to give effect to this order.

The C.P.R. has, through its Fourth Vice-President, replied to the order above quoted by stating that the company does not regard the Commission as having control of tariffs on all sections of its lines, but where they do have control the order will be operative. This is taken to mean that the company claims exemption from Government control of rates by reason of the clause in the act of 1881, which prevents any reduction in the tolls charged from Callender to the coast until the net income shall exceed 10% per annum. The Commission has not yet taken any action in the matter, and it may be held in abeyance until the appointment of a chairman.

Board of Railway Commissioners.

The following orders have been issued by the Board:—

Authorizing the G.T.R. to construct a siding crossing Strachan and Wellington Avenues, Toronto, to the Massey-Harris Works. (June 20.)

Directing the C.P.R. to put up an electric bell at the Raglan St. level crossing, Renfrew, Ont., and remove some small buildings to the west of the crossing, in order to afford better protection for the public. (July 18.)

Directing the G.T.R. to place an electric bell at the crossing of the highway by the G.T.R. at Corbett Crossing, about a mile east of Whitby station, Ont., and ordering the bonding of both tracks for half a mile eastward and 2,000 ft. westward of the crossing, the widening of the bridges to 40 ft. on both sides of the crossing, and for otherwise protecting the public at this point. (Sept. 13.)

Authorizing the Morrissey, Fernie and Michel Ry. to cross the tracks of the British Columbia Southern Ry. at Fernie, B.C., on the first-named, providing for the protection of the crossing by an interlocking plant. The M.F. and M. Ry. is a portion of the Crow's Nest Southern Ry., operated in connection with the Great Northern Ry., U.S., and the B.C.S. Ry. is the Crow's Nest Pass line of the C.P.R. (Oct. 11.)

Authorizing the Montreal Street Ry. to cross the tracks of the G.T.R. at grade near the new bridge over the Lachine Canal, Cote St. Paul, Que., the crossing to be protected by semaphores, at the cost of the M.S. Ry. Co. (Oct. 18.)

Authorizing the G.T.R. to make certain changes in the subway under the tracks at Beloeil, near Montreal. (Oct. 19.)

Authorizing C. Kloefer to construct a drain from his factory at Guelph, Ont., under the tracks of the C.P.R. there. (Oct. 24.)

Granting permission to the Bell Telephone Co. to carry two additional wires across the G.T.R. tracks on Beverley St., Galt, Ont., (Oct. 24.)

Granting permission to the town council of Oshawa, Ont., to carry a 12 in. water main under the tracks of the G.T.R. there, upon terms arranged. (Oct. 24.)

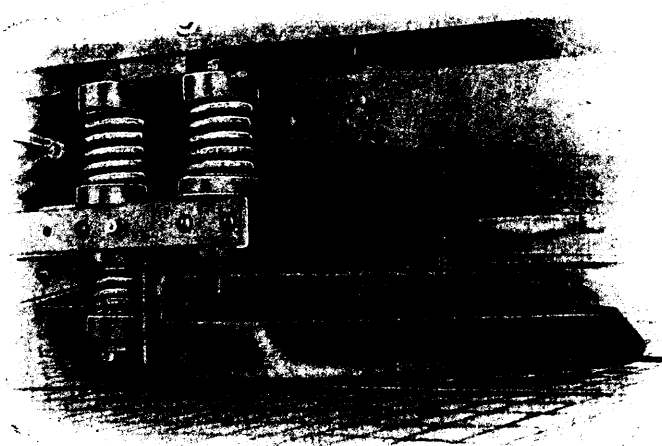
Approving a by-law of the St. Lawrence and Adirondack Ry. Co., dated Oct. 25,

(Continued on page 451.)

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