

## Traffic Orders by Board of Railway Commissioners.

### Rates on Tank and Still Structural Material from Sarnia to Regina.

24727. Feb. 16. Re Canadian Northern Ry.'s Special Proportionate Freight Tariff, C.R.C. E732, applicable on tank and still structural material in carloads, ex Sarnia, Ont., from Toronto to Regina, Sask.: Upon hearing the matter at Ottawa Feb. 9, in the presence of counsel for Canadian Northern, Canadian Pacific and Grand Trunk Railways, the Pere Marquette Rd. being also represented, it is ordered that the said tariff be disallowed.

24750. Feb. 19. Re application of Imperial Oil Company, Ltd., under sec. 334 of the Railway Act, for an order requiring the Pere Marquette Rd. Company, the Canadian Pacific, Canadian Northern and Grand Trunk Railway companies, to agree upon and file a joint tariff on tank and still structural material, in carloads at 75c per 100 pounds from Sarnia, Ont., to Regina, Sask. Upon hearing the matter at Ottawa, Feb. 9, in the presence of counsel for the applicant company, the Canadian Northern, Canadian Pacific and Grand Trunk Railways, and Pere Marquette Rd. being also represented at the hearing, it is ordered that the application be dismissed.

### Freight Rates on Whole Peas.

24788. Mar. 9. Re applications of Boards of Trade of Montreal and Toronto for an order disallowing the proposed increase in rates on peas (whole) from stations in Canada to eastern United States points, as published by Canadian Pacific and Grand Trunk Railways: Upon hearing the application at Ottawa, March 7, the Montreal and Toronto Boards of Trade and the Grand Trunk and Canadian Pacific Railways being represented, it is ordered that the elimination of peas (whole) from the list of articles taking grain rates from stations in Canada to points in the eastern United States, as provided in following schedules, issued to become effective March 20 and 21, be suspended until further order, viz., Canadian Pacific, Supplement 1 to Tariff C.R.C. no. E-2935; Grand Trunk, Supplement 20 to Tariff C.R.C. no. E-1860, Supplement 21 to Tariff C.R.C. no. E-1861, Supplement 13 to Tariff C.R.C. no. E-1872; Windsor, Essex & Lake Shore Rapid Ry., Supplement 1 to Tariff C.R.C. no. 158; Chatham, Wallaceburg & Lake Erie, Supplement 1 to Tariff C.R.C. no. 357; Essex Terminal, Supplement 1 to Tariff C.R.C. no. 256. And it is further ordered that provision be forthwith made for continuing until further order the rates on peas (whole) in the following schedules, issued to become effective April 1, viz., Michigan Central, Tariff C.R.C. no. 2507; Chatham, Wallaceburg & Lake Erie Ry. Tariff C.R.C. no. 394; Canadian Northern Ry., Tariff C.R.C. no. E-743; Essex Terminal, Tariff C.R.C. no. 300.

### C.P.R. Release Form, Etc.

24789. Mar. 6. Re the application of C.P.R., under sec. 340 of the Railway Act, for approval of form 1735, being a release and power of attorney to be signed by persons who desire, for special reasons, to travel in cars which are not intended to carry passengers. Upon reading the report of the Chief Traffic Officer of the Board, and what is filed in support of the application, it is ordered that the form of 1735, on file with the Board, be approved.

### Notices of Embargoes.

General order 160. Feb. 24. Re general order 95, Nov. 2, 1912, requiring rail-

way companies to file copies of any embargo issued against any traffic; and re the application of the Canadian Northern Ry. for a ruling as to whether embargo notices given to shippers on its lines as a result of an embargo placed on joint traffic by a connecting carrier should be reported to the Board: Upon reading what is filed, and the report of the Chief Operating Officer of the Board, it is ordered that railway companies be directed to report to the Board embargoes of any kind, within the time and as provided by general order 95, whether such embargoes are placed by companies subject to the Board's jurisdiction or by any carrier having connections with them. And it is further ordered that every such railway company report to the Board by telegram, with all possible dispatch, all accidents, failures, and obstructions on or to the railway, or to engines or rolling stock or other facilities, as a result of which the usual railway operations in any district or at any point will be delayed or impeded for a longer period than 24 hours; the nature of the occurrence creating such a situation; the steps taken to remedy it, and the time necessary to restore the railway sufficient for the requirements of ordinary and regular traffic.

## C.P.R. Colonization Plans.

The C.P.R., according to a press interview with Baron Shaughnessy, has decided on a comprehensive plan of colonization. The details are being worked out and involve the preparation of about 1,000 farms for occupation in the spring. One of the most serious problems to be faced in Canada will be, said Baron Shaughnessy, the handling of the thousands of returned Canadian soldiers and the immigration of the returned soldiers from Great Britain. Provision must be made for them, as large numbers will be so unsettled as to be unfit to return to their former occupations. He also said: "Realizing that the situation must be met, and willing to take its share of the burden, of trying to solve this problem and assist the men who have fought the battles of the empire, the C.P.R. has decided to establish in Western Canada, colonies, which for the moment we are calling returned veterans' colonies, where men who wish to go in for farming can obtain improved farms, on terms which will, in time, enable them to become land owners and to create homes for themselves and their families. These colonies will be given distinctive names, probably with military associations, and will contain a sufficient number of families in each to ensure social, school and church facilities and in each case, will include a central instructive farm under a competent agriculturist so that advice and instruction may be available for the colonist."

The Delaware, Lackawanna & Western Rd. Co. has been licensed by the Ontario Government to maintain passenger and freight offices and to maintain a bank account, and do ordinary matters pertaining to railway business other than actual construction or operation of a railway within the province, but not to use any larger amount of capital than \$40,000. Allen Leadlay, Freight and Passenger Agent, Toronto, has been appointed attorney.

## Weighing and Reweighing Car Load Freight at Detroit.

In the case of the Detroit Coal Exchange and Builders and Traders Exchange of Detroit, vs Michigan Central Rd., Detroit and Charlevoix Rd., Grand Trunk Western Ry. and Grand Trunk Ry., the complaint being that the rules and charges governing the weighing and reweighing of car load freight in Detroit, Mich., were unreasonable and unduly preferential, the Interstate Commerce Commission has decided: That the Commission has jurisdiction of the weighing service, when the freight is moved in interstate commerce. That it is the duty of the delivering carrier, upon reasonable request, to reweigh carload freight which has been transported in interstate commerce. That the present charges for this service in Detroit, Mich., are unjust and unreasonable. Just and reasonable charges prescribed for the future. That the inability of carriers participating in the interstate transportation of a car to agree upon their respective assumptions of costs for reweighing when such reweighing develops a shortage in excess of the limit of tolerance, cannot be used to increase charges against the shipper.

**Alberta Government Aided Railway Construction.**—The Alberta Railways Department annual report for the year ended Dec. 31, 1915, shows that 326 miles of new railways were completed, though not all placed in operation during the year, of which 304 miles were built of the railways, the bonds of which are guaranteed by the province. Altogether the province has authorized the guarantee of bonds for 3,471.87 miles of railways, and the guarantee has been executed for 2,535.97 miles. Of this mileage there has been completed 1,595 miles, upon the following companies' lines:—Canadian Northern Ry., 776 miles; Grand Trunk Pacific Ry., 259 miles; Edmonton, Dunvegan & British Columbia, 337 miles; Alberta & Great Waterways, 175 miles; Central Canada, 48 miles. In addition to the completed mileage, 400.59 miles of grading was done on the following lines: Canadian Northern, 233.57 miles; Edmonton, Dunvegan & British Columbia, 13 miles; Alberta & Great Waterways, 116 miles; Central Canada, one mile; Lacombe & Blindman Valley, 37 miles. The mileage completed and graded represents 70% of the lines for which the provincial guarantees have been executed.

**Shipments of Explosives on Canadian Northern Ry.**—In reference to the Board of Railway Commissioners' decision refusing to make an order directing the C.P.R. and G.T.R. to receive shipments of explosives from the Canadian Northern until that company satisfied the Board that it had appointed a competent inspector and made proper arrangements for the inspection of shipments of explosives originating on its line, and which is given in full on pg. 134, we are officially advised by the Canadian Northern operating management that it is observing all the rules and instructions in regard to handling explosives and other dangerous articles as issued by the Bureau of Explosives, that the inspection of shipments originating on its line is made by its agents' staff at the points where shipments are received, and that it is practically covering the matter as fully as though the Bureau's inspectors were doing the work. The Board, however, has not signed the order applied for and the matter is in statu quo.